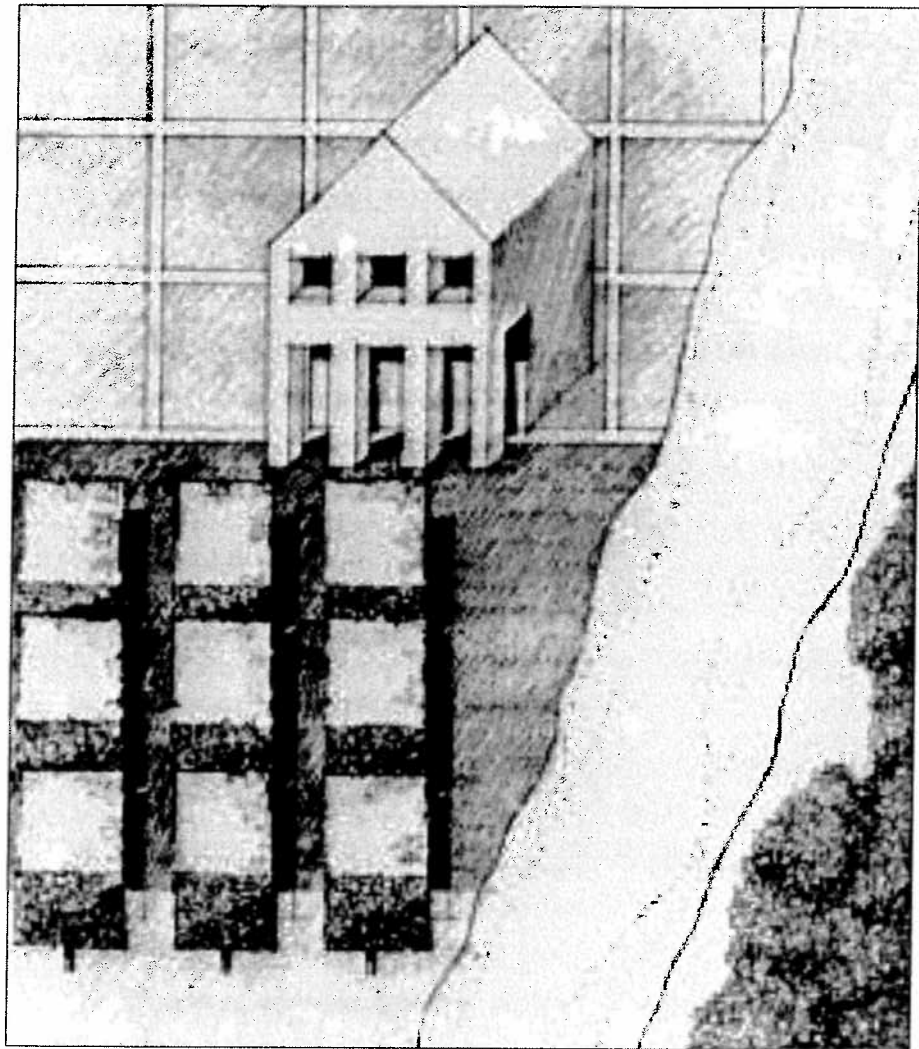


# **Design Guidelines: Creating a Quality Environment**



**City of Dayton, Ohio  
Department of Planning and Community Development**

**Revisions Effective February 22, 2013**

**The Design Guidelines:  
Creating a Quality Environment**  
(1990)

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# **Design Guidelines: Creating a Quality Environment**



Plan Board Approved  
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October 14, 1992 (Resolution 4470), Issued February 3, 1993  
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January 23, 2013, (Resolution 5945-13), Effective February 22, 2013

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## Neighborhood Design Guidelines

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These Guidelines are established by authority granted the City Plan Board in section 44.18 of the Revised Code of General Ordinances (RCGO) for the City of Dayton, and by City Commission Resolution #4366 approved December 26, 1990.

**Revisions:**

October 14, 1992 (Resolution 4470), Issued February 3, 1993

May 29, 1996 (Resolution 4756-96), Issued June 29, 1996

August 5, 2009 (Resolution 5684-09), Effective September 4, 2009

January 23, 2013, (Resolution 5945-13), Effective February 22, 2013



# I. INTRODUCTION

## A. PURPOSE

The purpose of the following Urban Design Guidelines is to establish a standard of excellence in physical design to improve the quality of the visual and functional environment of Dayton's neighborhoods. It is appropriate for the City to concern itself with the environment of our neighborhoods. These are the places where people live and work, and they are also the places we hope will attract new residents and businesses to the city. Dayton is a mature community at the heart of a dynamic metropolitan region with many types of locational choices available to its residents. In order to provide the current residents of Dayton with vital places to live and work and to attract new residents to the city, an attractive, well-designed environment is essential.

Urban Design is the intentional manipulation of the physical environment in a way that contributes to the harmonious development of neighborhoods. Urban design is concerned with streetscapes, groupings of structures and whole neighborhoods. The way in which these urban areas look, and are arranged, is a major determinant of the character, identity and function of neighborhoods. Urban design concentrates on strengthening physical elements of neighborhoods and their relationships. Good design arranges the components of urban form and the visual environment in order to enhance the way in which the city functions. It also stirs our emotions and excites our senses.

Further, a strong responsibility and commitment to good urban design will forward Dayton's overall goals of ; improving economic vitality, improving neighborhood vitality, and encouraging community leadership. Areas of the city which are well-designed and attractive represent the outward signs of the achievement of these goals.

These Urban Design Guidelines establish the goals and value of good urban design. They also identify the policy of the City of Dayton with regard to any public development, redevelopment, or change to the existing physical elements of neighborhoods or changes that take place in the right-of-way or activity with a public purpose. They define the standards and techniques which will achieve those goals. These Guidelines are the policies and standards which will determine the appropriateness of public projects and serve as a guide to developing plans. Although these guidelines are not a requirement for private property owners, a coordinated effort by the public and the private sectors in the community will ensure that the visual quality of Dayton continues to improve and that the city is a vital place to live and work.

### **B. DOCUMENT ORGANIZATION**

The Urban Design Guidelines are organized into five sections. Each of these sections is illustrated with examples of the ideas being presented. These illustrations highlight the potential for improvement in Dayton, and focus on some of the more positive examples of good design which currently exist. They also provide direction in the most appropriate ways to achieve attractive spaces. The guidelines and illustrations presented below are intended to direct activity, and to inspire people to strive for the type of environment described. The sections of the document include :

**DESIGN GOALS** are presented to establish the value of good design and to identify its benefits.

**DESIGN ELEMENTS** are presented to outline the parts of the built and natural environment that contribute to the character and overall appearance of an area and to discuss their relationships.

**DESIGN PROCESS** is the section which defines the procedure that is used to implement these Guidelines.

**DESIGN STANDARDS** are presented as the specific criteria to evaluate the appropriateness of physical projects. These standards will be considered as the basic level of effort to achieve positive results on public projects.

**DESIGN APPENDIX** is a section of this document which provides detailed information on techniques and products that may be used in project development. This section will be updated continually to provide current information.



## II. DESIGN GOALS

The overall goals of the community were originally stated in the Urban Design Policy approved in 1987. Each neighborhood has a unique character, and a different set of needs. The achievement of the values of good design may take different forms in different neighborhoods but the results will move each neighborhood toward a healthy attractive environment. The following list represents the general goals common to all our neighborhoods:

1. To provide a comfortable, secure, livable environment
2. To provide a climate for investment
3. To provide a sense of place and orientation
4. To provide an attractive environment
5. To ensure a harmony of uses and development

In addition to the general goals stated above, the following general policies provide a framework for the specific standards stated in the Guidelines.

**.01** Priority will be given to capital improvements along identified passageways and gateways adopted by the City. (see appendix for list)

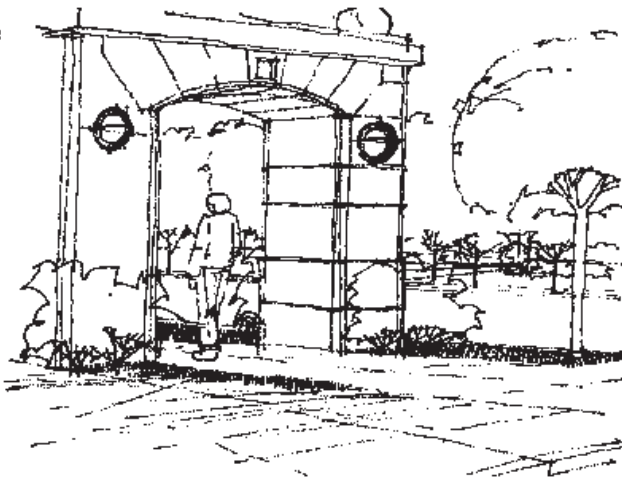
**.02** Because of the greater visibility of main passageways, capital improvements and visual amenities shall be concentrated on them; such as street-scape programs, tree planting, and other special projects.

**.03** Housing reinvestment, maintenance, and construction programs shall be encouraged on main passageways.

**.04** The City shall be willing to invest in the rehabilitation of structures through various housing programs if the preservation of the structure is compatible with City policy and plans.

These goals and policies can best be achieved by following good design practices. When urban design is successful, it achieves the qualities discussed below. The relationships between these qualities and their combined impact on a neighborhood can significantly improve its appearance, function, and the quality of life.





### A. IMAGE AND CHARACTER

We have all felt a sense of being in a special place at one time or another. We feel it whenever we are in a location which has a special meaning, or leaves a memorable impression. These places may be buildings, alone or in a group, urban open spaces, natural features, neighborhoods, or entire cities. These places project a distinct image to us. They have a unique character which makes us remember, and form a lasting impression of them. Areas that are well-designed, and leave a positive image are places to which we will return, choose to live, shop, or work. Successful urban design helps create these types of places - places people want to be.

### B. IDENTITY

Identity is that element of a place which helps to distinguish it from another. A sense of identity develops from those visual cues in an area that are different from any other place. Visual identifiers could be unique buildings, special signs, particular stores, interesting homes, or an interesting landscaped area. People remember places that are distinctive and have a unique, positive identity. Familiar visual cues and recognizable places make people feel comfortable in a neighborhood and encourage a feeling of ownership and a sense of pride.

### C. ORGANIZATION AND PATTERN

The organization and pattern of a place are the ways the physical elements that make up a neighborhood are put together. They address the relationship between streets, buildings, and open spaces. Organization also relates to larger pieces of a neighborhood, such as where the school is located in relation to the main residential areas or the business district. It deals with how streets are laid out and where they lead. Understanding these relationships make people feel comfortable and secure. An area that is clearly understandable to someone visually, gives them a sense that they know what to expect and where to find things.

Our sense of place helps us orient ourselves and understand where we are. Being able to visually understand the organization of a place and its pattern of land uses helps us make sense of unfamiliar surroundings, fosters actions, and guides movement by providing familiar cues to which we can relate. It makes us feel comfortable. Good urban design strives to produce areas that are logically thought out and can be understood by their users as well as those who designed them.

### D. COMPATIBILITY AND HARMONY

The qualities of compatibility and harmony are critical to a well-designed place. Buildings, streets, signs and green spaces that look as though they belong together and complement each other are much more appealing than areas that do not have this quality. Compatibility means that the elements of urban form (for example building size or shape, colors, age or density) within a given area have similar or complementary characteristics. Compatibility is the quality of civility and good manners in architecture and urban design which allows individual elements to stand closely and harmoniously with one another in ways which encourage and support the functions, uses, and human interactions which take place in neighborhoods.

### E. VISUAL CLARITY

Visual Clarity is the quality of a streetscape or a block face that makes it appear cared for, organized and purposeful. Achieving visual clarity means eliminating distracting, inconsistent physical elements which clutter an area and leave a confused or negative impression. Visual clutter obscures character and decreases the visual impression of any one element of an area. Visual order and clarity help us orient ourselves and suggests a sense of quality and concern for the needs of the people who inhabit the place.



### III DESIGN ELEMENTS

There are many distinct parts of a neighborhood. It is this collection of different elements and the way they come together that forms a neighborhood. The basic elements of a neighborhood are streets, architecture, and the urban forest. These elements affect each other and can complement and strengthen one another or they can weaken each other and the entire neighborhood. All of these elements contribute to the neighborhood in different ways, yet they all impact the ability of a neighborhood to achieve the goals of good design. The following section defines each of these basic elements of a neighborhood and how they should be addressed in a design process.

#### A. STREETSCAPE

Streets are the primary public living space of neighborhoods. Well-designed neighborhoods have lively streets filled with activity. Streets are more than just the roadway, they are the space formed and defined by the floor of the street and sidewalk, the exterior walls of buildings, and sometimes the overhanging roof of tree canopies or banners.

Streetscapes include all of the visual elements within the street such as lighting, signs, and street furniture. Together with topography, the arrangement of streets has the largest influence on the organization and pattern of a neighborhood. The elements of streetscape which give them character are also an important influence on perceptions of a neighborhood. A lively, well designed street entertains and involves participants and observers, and provides amenity and character to a neighborhood.

Streets serve many functions in a neighborhood. They provide space for vehicle traffic, pedestrian movement, social interaction, and services. Streets which recognize and serve the many purposes which are required of them, function well. It is critically important to understand, and address the needs of pedestrians and vehicles in each streetscape in the neighborhood.



### B. ARCHITECTURE

Architecture includes buildings, monuments, bridges, and any other elements of the environment built for use by people. Building facades enclose and define public space; monuments punctuate and designate meaningful open spaces; bridges act as thresholds to, and connections between, areas.

In neighborhoods, architecture most often refers to the nature of houses and apartment blocks, stores, and publicly-owned buildings such as schools, fire stations, and hospitals. Because our eyes encounter its vertical surfaces and we have physical contact with doors and walls, architecture is one of the most influential elements of the streetscape. The architecture of a block, if well designed, adds to the compatibility and harmony of an area. Landmarks are important architectural elements in neighborhoods. Landmarks may be buildings with historic or architectural significance or they may be monuments or statues. These types of places add to the identity of a neighborhood and help define it as a unique place. Architecture gives us strong cues about the identity and character of a neighborhood.

### C. URBAN FORESTS

Urban forests are elements of neighborhoods that add to their character and comfort. They include the trees, parks and other open spaces that integrate the natural and the built environment. They give an area identity and a special sense of place. The urban forest refers to the trees located along our streets, in our parks and on private lawns throughout the city. Collectively, the trees that form our urban forest improve the quality of our air, and reduce the effects of wind, sun, and noise on our neighborhoods. Individually, trees improve the appearance of an area, enhance its image, and increase the economic value of property. Our urban forest is a vital element of the visual and functional health of our neighborhoods.

Open spaces; parks, school yards, boulevards and other green spaces, are places in a neighborhood that provide space for people to gather. Often, these types of places are the focal point of a neighborhood and serve to anchor the community. Open spaces may also include important neighborhood landmarks. The urban forest and neighborhood open spaces are both elements that add significantly to the qualities of an environment by making neighborhoods more comfortable and attractive.



## IV. DESIGN PROCESS

The general criteria and standards contained in these guidelines apply to all of the project types listed below and shall be considered the minimum criteria for design of an appropriate project in the neighborhoods of the city. Any City department responsible for review or project management on an applicable project will have responsibility for the implementation of these Guidelines. However, the City Plan Board has ultimate responsibility for the review of projects relative to these Guidelines.

### A. PROJECT COMPLIANCE

These Guidelines apply to all projects which are identified below;

**1) Projects or changes which occur in the public right-of-way.**

Compliance will be determined as part of the special privilege permit, CIP review process or as part of franchise agreements if the project is a utility project.

**2) Projects on publicly owned land or on land conveyed by the City to a private owner in the public interest.**

Compliance will be required as part of the general review of projects on public property and as part of the legal documents conveying land to a private owner.

**3) Projects which receive tax abatement.**

Compliance will be required as part of the City Resolution establishing such an area.

**4) Projects in special assessment districts, urban renewal areas, or other special designation districts.**

Compliance will be required as part of the City Resolution establishing such an area.

## **B. REVIEW PROCESS**

Projects will be reviewed for conformance with these Guidelines by the City department which has primary responsibility for the project. They will also be reviewed by the Department of Planning for compliance with these Guidelines.

All projects which must comply with these Guidelines will be identified as they are initiated either through the CIP process, Commission Resolution or Department initiative. Once a project is initiated, a copy of the applicable Guidelines will be forwarded to the Department with primary responsibility, to serve as notice of the requirement to comply with these Guidelines. It is the responsibility of each department managing capital projects to ensure that their projects are in compliance with these Guidelines.

### **City Plan Board Review**

Projects that do not comply with these Guidelines, as determined by Department of Planning administrative review, or the originating department's review, are required to submit a waiver request to the City Plan Board before they proceed.

The City Plan Board may grant a waiver to a project which has submitted a request, based on the ability of the applicant to demonstrate the following conditions;

- Particular and unusual physical constraints at the project site which make compliance impossible.
- The materials required to comply with these Guidelines and/or approved substitutes are not available.
- Compliance with these Guidelines would place an unreasonable cost burden on the project. A cost increase may be considered unreasonable, depending on the importance and visibility of the project, and on the total project budget.





### C. GUIDELINE AMENDMENTS

The policies included in these Neighborhood Design Guidelines may be amended from time to time by a resolution duly enacted by the City Plan Board and the City Commission. No such provision shall be enacted except in accordance with the provisions stated below in these Guidelines.

Amendments may be proposed by the City Commission, the City Plan Board, or by any resident of the City of Dayton. When an amendment is proposed the applicant shall submit an application for the amendment which includes the following information;

- 1) The applicant's name and address;
- 2) The reason for seeking a change;
- 3) The wording of the proposed amendment;
- 4) Any illustrations which may be necessary;
- 5) Proof of notification to all Priority Boards.

The City Plan Board shall schedule a public hearing on proposed amendments once such amendments have been submitted to the Secretary of the Board within 90 days. The applicant shall be afforded the opportunity to comment on the proposed amendment at the time of the public hearing. The Plan Board shall ensure that all Priority Boards have the opportunity to comment on the proposed amendment, if they so desire, at the same public hearing.

The City Plan Board shall submit a report to the City Commission on the proposed amendment which contains a recommendation as to whether the Plan Board approves or disapproves the proposed amendment and the Plan Board's specific suggestions and determinations on the relevant items.

The City Commission shall determine whether it is appropriate to adopt the proposed amendment and change the City's policy on Neighborhood Design. Once the City Commission makes a final determination on the proposed amendment, it shall be duly recorded with the Secretary of Plan Board, and will become effective 30 days after the determination of the City Commission, and shall be included in the Neighborhood Design Guidelines at the next printing of the document.



## V. DESIGN STANDARDS

The design standards presented below are the specific requirements that will be used to evaluate the appropriateness of public projects in the city's neighborhoods. In those cases where new capital projects are proposed or where replacement or major repairs to existing infrastructure or public structures are to be undertaken, these standards shall apply.

These standards are also intended to encourage those private property owners and developers making improvements in the city to create quality projects. They should be used as a guide to the planning, design and construction of all projects. A coordinated effort will ensure the best results in the overall development and redevelopment of our city.

These standards are designed to provide specific guidelines which are appropriate to different types of locations in a neighborhood. When referring to them, use the set of standards which most closely represents the location of the given project. Guidelines are further organized into three groups for each location based on the elements they address; streetscape, architecture, and urban forest.

In each section the general criteria identify the basic intent of the standards, and indicate the optimum results possible with regard to a particular design element.

Specific standards are the minimum requirements that will be considered acceptable for public projects in the city's neighborhoods.



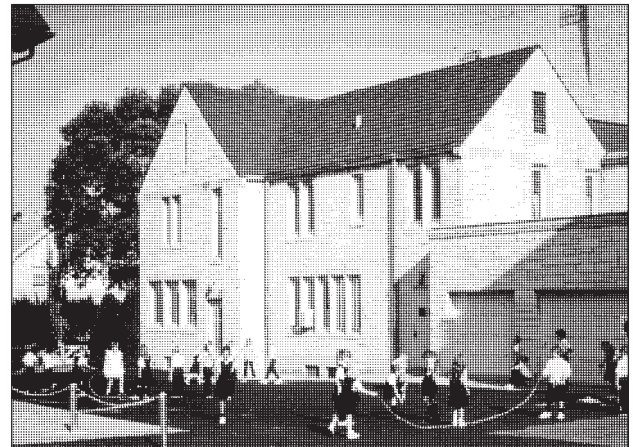
## A. NEIGHBORHOOD RESIDENTIAL DISTRICTS

Residential areas are the heart of a neighborhood. They are the places where people spend most of their time and where they feel the most comfortable. Residential areas are generally the largest parts of a neighborhood. Well-designed residential areas provide appropriate places for children to play, they provide individual residents with private space and the community with public space. The appearance of residential areas should reflect the values, cultural history, and needs of its residents and should provide them with a secure, attractive place to live. Residential areas should be designed to accommodate residents. They should be places that current residents enjoy, and new residents want to live.

Landmarks and open spaces are special places in neighborhoods that give it focus and identity. Landmarks may be churches, schools, monuments or other institutions in an area. They are usually larger than surrounding structures, may have more open space around them, or have a very distinct architectural style. Open spaces may be public or semi-public spaces. For example, they may be a park, the front lawn of a church, or the playground of a school. Both landmarks and open spaces are important to the strength of a neighborhood, and their design should be carefully planned to ensure that they provide the type of image and community space that is appropriate to the neighborhood.



*Residential streets have many users.*



*Neighborhood institutions are vital place-makers and community builders.*



*Curb extensions slow traffic.*

## STREETSCAPE

### A.1 STREETS

#### General Criteria

**A.1.1** Residential streets are the primary open spaces and linkages in a neighborhood, and should be designed in ways that protect pedestrian activity and provide attractive, safe access to individual properties.

**A.1.2** Local residential streets should be designed in a way that discourages high-speed traffic and favors pedestrians in their design. They should be designed to provide for average traffic flow, but not peak flow.

**A.1.3** Improvements to residential streets which include, changes in pavement, changes in street elevation, diverters, one-way systems, sidewalk widening at intersections, and other devices to slow traffic flow and discourage through traffic are appropriate.

**A.1.4** Significant gateway or entryway treatments are appropriate at collector streets where they join with business districts or other important city-wide thoroughfares, and major focal points. These treatments could include signs, landscaping, monuments, lighting or other prominent design features.

**A.1.5** Special attention should be paid to streets in the neighborhood that are identified as principal arterials in the "Official Thoroughfare Plan" and as passageways in the appendix. These streets should receive a concentrated design treatment, with consideration for sight distances, including densely planted tree lawns, identification signs, lighting and other amenities whenever they are included in a project area, regardless of their predominant land uses.

**A.1.6** Alleys which are currently paved or otherwise improved should be maintained at a level which ensures their long-term use.

**A.1.7** Alleys which are currently unpaved or unusable and are classified as such in the City's official alley classification system, should be vacated.

**A.1.8** The City should not widen main passageways at the expense of the tree lawn or sidewalk. Where street widening is necessary, tree lawns and sidewalks should be protected wherever possible and the negative impacts of the widening should be mitigated.

**A.1.9** Where it is appropriate, curbs should be painted to indicate parking regulations and to increase visibility, rather than signing an area.

### **Street Closures**

**A.1.10** When neighborhood streets are closed, or when there is a significant alteration of traffic patterns, traffic shall be transferred to main passageways, collectors or principal arterials rather than other local residential streets.

**A.1.11** Where streets are to be reconfigured by curvature or offset, continue curb line and trafficway paving along curvature, and re-landscape surrounding properties to provide the appearance of continuity and permanence.

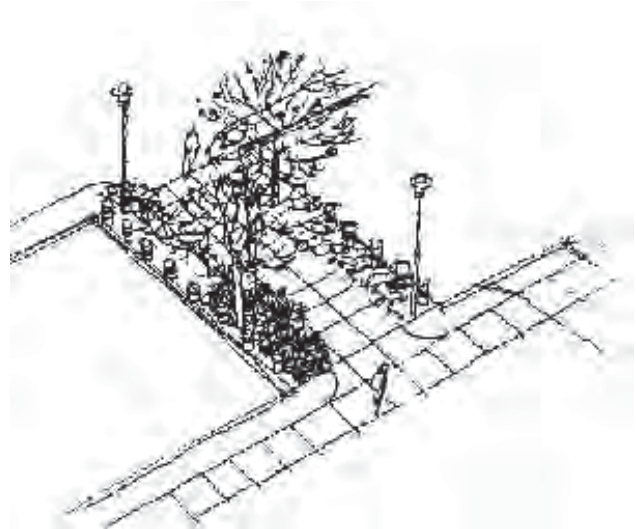
**A.1.12** Where streets are to be permanently terminated, continue curb across trafficway at the closure. Provide enough space across the former trafficway to be occupied for safe use as a small commons or appropriately landscaped sidewalk.

**A.1.13** Use visible devices which are in keeping with neighborhood surroundings such as heavy bollards, plantings, or berms across trafficways to visually emphasize closure and protect pedestrians. Highway-type guardrails and poles shall not be used.

**A.1.14** Provide increased illumination at terminations for additional emphasis and safety.

**A.1.15** Street closures should provide adequate space for vehicle turn arounds.

**A.1.16** When a temporary street closure has been in place twelve to eighteen months the City Plan Board, upon the recommendation from the affected neighborhood and the Division of Traffic Engineering, should make a final decision on the continued street closing. If a closure is to be permanent the above Guidelines shall be implemented.



*Street closures should add to a neighborhood....*



*....not detract from it.*



### **Repair Work**

**A.1.17** When required by maintenance activities or damage, replace or repair pavement of streets with in-kind materials, or with materials originally used in the street's construction. In any case, where brick street material is repaired or replaced, use brick.

**A.1.18** When brick subsurface is encountered in the excavation of roadways it will be replaced in kind in all historic districts and on all streets listed on the "potential brick street restoration" list included in the appendix. In streets identified for subsurface brick replacement, where no subsurface brick exists, none will be required to be installed.

**A.1.19** Street repairs should be identified with markers at the site so responsibility can be easily determined.

**A.1.20** When cuts are made in a surface of a street, the repair of that street shall include repaving as per "Rules and Regulations for Making Openings in a Public Way", current edition.

**A.1.21** Where brick material is encountered in streets where it is not required by these guidelines to be replaced, it should be delivered to the Department of Public Works for storage and use in appropriate locations.



*Brick streets add a special sense of place to a block.*

### **Bicycle Safe Streets**

**A.1.22** When four-lane thoroughfares are initially constructed, overlaid with a new course of asphalt, or reconstructed, the outside lanes may be striped wider than the inside lanes if minimum lane width standards will not be compromised and if the following criteria are met:

- a) The segment of street being constructed, overlaid or reconstructed must have a continuous length of at least one-half mile, or connect to an existing wide outside lane;
- b) The Director of Public Works must determine that the street segment does not contain any unique geometrics or other unusual circumstances that would cause the uneven lane widths to present a hazard to the public safety, health and/or welfare;
- c) If the thoroughfare is a state and/or federal highway or project, the appropriate state and/or federal agency must approve the modified striping plan.

**A.1.23** The City will make every reasonable effort to either install and maintain traffic signal detectors that are sensitive to the presence of bicycles or provide for other means of actuation of traffic signals for bicycles.

**A.1.24** When designing or reviewing plans for new streets or when developing plans for the reconstruction of existing streets, the City and all utility companies will specify that utility covers, storm water inlets containing street grates and other surface irregularities be designed to be safe for the passage of bicycles.

**A.1.25** When traffic volume, street design and current or projected bicycle usage suggest that a street is especially appropriate for bicycle traffic the City will consider identifying the street with "Bicycle Route" or "Share the Road" signs.

**A.1.26** Wherever it has street maintenance responsibility, the City will make every reasonable effort to promptly remove debris from street edges and intersection, and to maintain as smooth as practical transitions between street surfaces and bridge decks, between street surfaces and concrete gutter sections, and between street surface and any street grates.

## A.2 SIDEWALKS

### General Criteria

**A.2.1** Sidewalks in residential parts of neighborhoods should provide space for residents to socialize and children to play. Sidewalks also represent the perceived separation between the street and private property. Sidewalks should be designed to reinforce these functions.

**A.2.2** Sidewalks should be designed to provide clear passageways for pedestrians that are free of visual clutter.

**A.2.3** Sidewalk tree lawns should be planted with trees, shrubs, and ground cover as appropriate, that separate homes from the street, and present an attractive image.

**A.2.4** Sidewalks should be designed to provide handicapped access at intersections.



*Good streetscapes provide space for trees and sidewalks.*

### Locations and Design

**A.2.5** Sidewalk tree lawns should be designed to accommodate large, mature trees. At a minimum, new tree lawns should be 6 feet in width.

**A.2.6** Streets adjacent to schools, churches, parks and other community open spaces shall be provided with pedestrian crosswalks, marked by changes in pavement material, markings on pavement or signs.

**A.2.7** Provide a minimum of 4' of clear sidewalk passage width on sidewalks in all residential districts, and 5' in new areas.

**A.2.8** Curb height shall be a maximum of 6" at the time of installation.

### Repairs

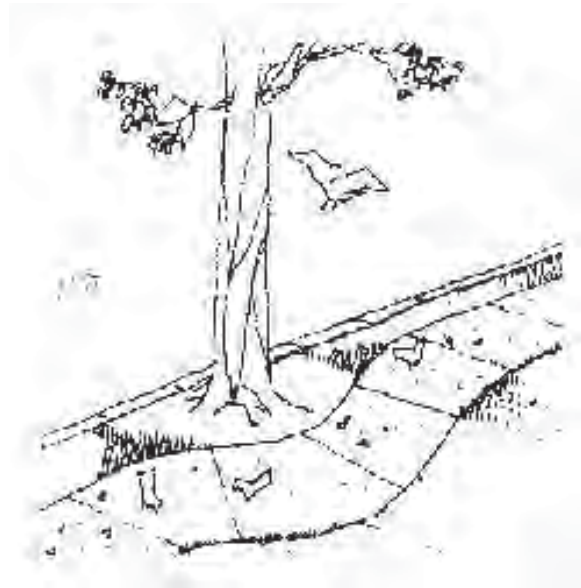
**A.2.9** When required by maintenance activities or damage, replace or repair pavement of sidewalks, and curbs, with in-kind surface materials, or with materials originally used in the sidewalk's construction.

**A.2.10** Repair sidewalks joint to joint, or in divisions consistent with original construction.

**A.2.11** When unit paved sidewalks must be disturbed for maintenance purposes, lift pavers intact and return to place after repairs, or replace with identical materials to restore the surface to its original condition.

**A.2.12** Sidewalks and tree lawns should be kept clean and well-maintained by adjacent property owners.

**A.2.13** Where sidewalks must be replaced due to damage by tree roots, the property owner assessed for repairs, shall have the option to replace the sidewalk in its original configuration, or to replace the sidewalk in a way which will accommodate the tree provided an appropriate sidewalk width is maintained.



*Mature trees need not be sacrificed.*



## A.3 LIGHTING

### General Criteria

**A.3.1** The use of appropriate lighting in residential settings adds an element of security to a neighborhood and may highlight special architectural or landscape features. Lighting that provides security and decorative lighting should be used in all capital projects, as it is appropriate.

**A.3.2** Light intensity shall be at its highest level on major streets to distinguish them as passageways, and to highlight areas of community-wide significance.

**A.3.3** Local streets shall be lit brightly enough to preserve safety, but without glare, hot spots, or spill light through residential windows.

**A.3.4** The use of appropriate lighting in landmark and open space areas highlights special architectural or landscaped features and should be included as these areas are part of capital projects. Lighting that provides security and adds to the appearance of these special areas should be used wherever these uses exist.

**A.3.5** Lighting should provide high-quality light which renders colors as accurately as possible.

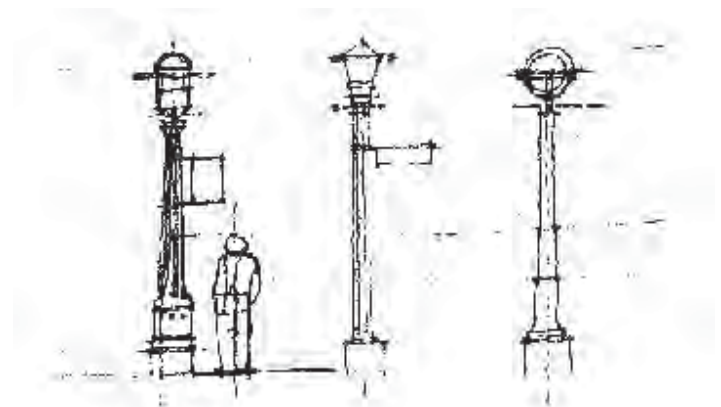
### Placement and Installation

**A.3.6** Space lighting to eliminate shadows.

**A.3.7** Use light poles in residential districts with fixture and lamp types appropriate to the surrounding streets, or use decorative poles and light fixtures.

**A.3.8** All light poles must be maintained in a vertical position.

**A.3.9** Poles shall be spaced at a maximum of four times the height of the pole or as otherwise required by the chosen luminary, adjusted with overlapping light patterns to continuously illuminate to a height of 7' above the sidewalk level across the entire width of the public right of way. Where decorative or special lighting is used, pole height should be a maximum of 15 feet.



*Decorative lighting adds character to an area.*

**A.3.10** Use shielded luminaires which direct illumination onto the surfaces to be lit and reduce glare and spill light.

**A.3.11** Underground wiring for all new lighting systems is required, and where underground wiring currently exists it should not be replaced with overhead wiring.

### **Repairs**

**A.3.12** When necessary, repairs and replacements shall be done with the same type of fixture which was damaged or one that is consistent with the surrounding fixtures.

## A.4 UTILITY APPARATUS

### General Criteria

**A.4.1** Utility apparatus are the poles and boxes and wires and other physical elements that provide utility and infrastructure support. These elements generally add little to the visual appearance of a neighborhood, and often add to the visual clutter in a streetscape. These utility elements should be placed in residential areas in an organized, consistent way so they are as unobtrusive as possible.

**A.4.2** Whenever utility apparatus are added to a streetscape on one entire block face or more, or when utility apparatus on one entire block face or more is replaced it shall be located wholly underground, or at the rear of a lot in easements on private property, or in right-of-way areas consistent with the criteria in Section A.4. Exemptions may be granted for small utility pedestals (less than 36" high from grade) for conditions outlined in the Exemptions Section A.4.4.

**A.4.3** Whenever new utility systems are added to any part of a block face it shall be located wholly underground, or at the rear of a lot in easements, or in right-of-way areas consistent with the criteria in Section A.4. Exemptions may be granted for small utility pedestals (less than 36" high from grade) for conditions outlined in the Exemptions Section A.4.4.

### **A.4.4 Exemptions to A.4.2 & A.4.3**

Certain conditions may exist whereby exemptions to these rules may be permitted by the City Plan Board during the platting process. Exemptions may be considered for small utility pedestals in locations where

- a) Extreme topographic features prohibit the rear location of apparatus and cables.
- b) Streams or large quantities of existing vegetation of sizes larger than 2 ½ inch caliper would have to be relocated or removed for apparatus and cable installation.
- c) Easements cannot be obtained for installation and maintenance.

### Location and Relocation

**A.4.5** Place utility elements which can be entirely removed from poles underground.

**A.4.6** Consolidate utility poles, and utility wires onto existing poles wherever possible.

**A.4.7** The location of new and/or upgraded utility apparatus should not create new overhead wire corridors.

**A.4.8** The location of new and/or upgraded utility apparatus should not require excessive tree pruning to achieve a safe installation.

**A.4.9** Tree pruning related to line clearance programs will at a minimum comply with the standards located in the Urban Forest section of these Guidelines.

**A.4.10** All utility poles must be maintained in a vertical position.

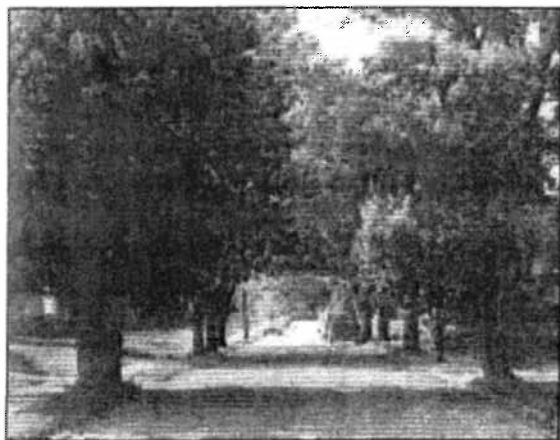
**A.4.11** Place new or relocated fire hydrants, signal control boxes, utility poles or other free-standing utility elements 2' from the face of the street curb.



*Alleyways provide a reasonable alternative to overhead wires in the street.*

## A.4 Utility Apparatus

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*Tree lawns are for trees.*



**A.4.12** Mount all poles which need to be located in the front of lots so that the pole is 2' from the face of the curb. Such location shall not narrow the available sidewalk below a minimum of 4' of passage width, or below the existing width if less than 4'.

**A.4.13** Underground wiring for utility systems is encouraged and where underground wiring exists it shall not be replaced with overhead wiring.

**A.4.14** Mount parking meters so that the center of the meter pole is 2' from the face of the curb.

**A.4.15** Utility locations within any right of way will require a Street Privilege Permit from the Department of Public Works.

**A.4.16** Utility locations within a rear or side yard setback (corner side yard setbacks excluded) are permitted, as controlled by the Zoning Code.

**A.4.17** When placed in Public and Quasi-Public Open Space large utility apparatus (greater than 36" high from grade) shall:

- a) not be placed within 50 ft of pedestrian or vehicular entrances
- b) be screened where appropriate
- c) not interfere with any use patterns or significant vistas of, or within, the open space
- d) be granted written permission from the Department of Public Works for public lands or an owner or owners association for quasi-public lands
- e) be served with underground wire or cable only
- f) not be located in front yard set-back areas

### **Repairs**

**A.4.18** When a pole is removed from an existing paved area for replacement, relocation, or consolidation, the pavement where the pole stood shall be removed to the nearest construction joints and entirely replaced with materials identical to that surrounding the site of removal. Where the existing material is asphalt, it shall be cleanly sawcut and removed to a minimum of 3'-0" square and replaced in-kind.

**A.4.19** Utility poles and other utility apparatus shall be kept in good repair and shall be painted or refurbished as required and those placed in hard surface materials shall be kept free of weeds and debris.

**A.4.20** Obsolete utility poles and apparatus shall be removed within six months of the time their use is discontinued.

## A.5 SIGNS

### General Criteria

**A.5.1** Signs in residential areas are used primarily to direct traffic, identify special uses such as bus stops, schools and parks, identify the neighborhood, or to advertise special events. Special identity and event signs and banners which add to the visual interest and character of a neighborhood should be encouraged. Other types of signs should be eliminated or strictly limited in residential areas.

**A.5.2** Traffic control signs should be located in an organized way, and should be sized to be consistent with the slower traffic speeds appropriate on local neighborhood streets. Highway signs should not be used in residential areas.



*Site neighborhood identity signs in an attractive setting to give a positive image.*

### Installation and Location

**A.5.3** Traffic control and bus stop signs shall be mounted on existing poles whenever possible.

**A.5.4** All sign poles must be maintained in a vertical position.

**A.5.5** Mount traffic control and information signs which are not attached to utility poles, in groupings on free-standing poles so that the center of the sign is 2' from the face of the curb. Groupings of signs shall be well-organized and clearly understandable.

**A.5.6** Develop and locate permanent identity signs in prominent locations and include landscaping and additional amenities to highlight these gateways.

**A.5.7** The use of "sign benches" is prohibited.

### Repair

**A.5.8** Signs and sign poles should be painted and maintained to convey their meaning clearly and present a well kept image.

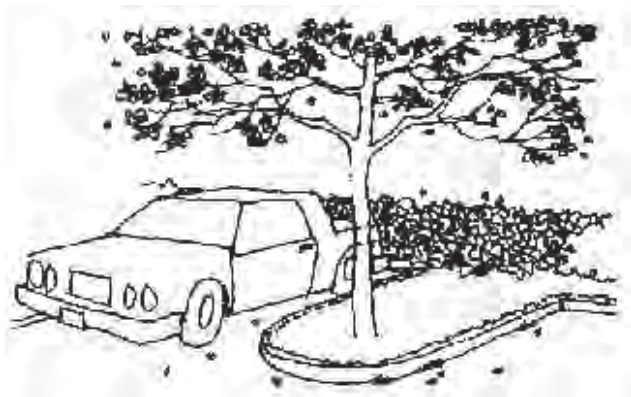
**A.5.9** Obsolete signs shall be removed within six months of the time their use is discontinued.

### A.6 PARKING LOTS

#### General Criteria

**A.6.1** Parking lots in residential districts are generally only required to serve multi-family buildings and institutions such as churches and schools. In some cases where commercial uses adjoin residential areas, the associated parking is located in residential areas. Poorly designed parking lots often disrupt neighborhoods. Where parking is necessary anywhere in a residential area, it should be provided in such a way as to be an asset to the neighborhood and as unobtrusive as possible.

#### Parking Lot Treatment



*Landscaping softens pavement.*

**A.6.2** Parking lots in residential areas shall be screened from adjacent housing and buffered from the public right-of-ways with landscape material and mechanical devices.

**A.6.3** Parking lot screening should, at a minimum, follow the standards found in the landscaping and open spaces section of these standards.

**A.6.4** Parking lot buffering should, at a minimum, follow the standards found in the landscaping and open space section A10. of these standards.

**A.6.5** Parking in residential areas intended for use by commercial patrons and employees should not extend into a neighborhood beyond the first alley which parallels the street which the commercial use fronts or the rear property line of the commercial use if no alley is present.

**A.6.6** Parking lots should be lighted to provide security, but not produce spill light to residential properties.

**A.6.7** All parking lots shall be paved with a hard surface material.

**A.6.8** Parking spaces should be setback from buffers and screens so that cars cannot damage landscape materials.

**A.6.9** The landscape material used for buffers and screens should be maintained in such a way that it does not interfere with the roadway or the pedestrian way.



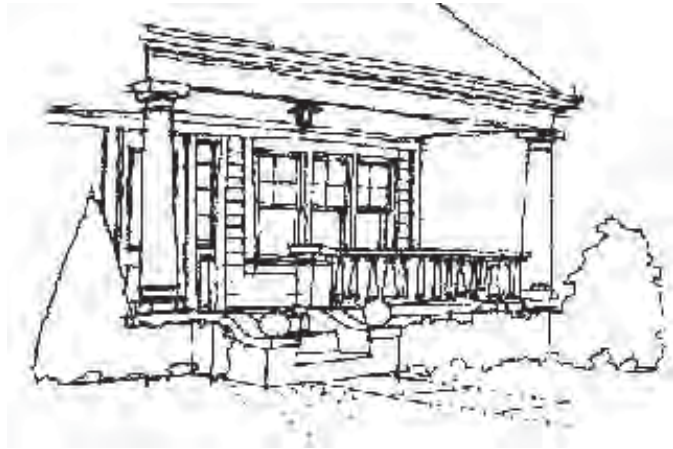
### Repairs

**A.6.10** Parking lots shall be kept free of garbage, debris, and weeds at all times.

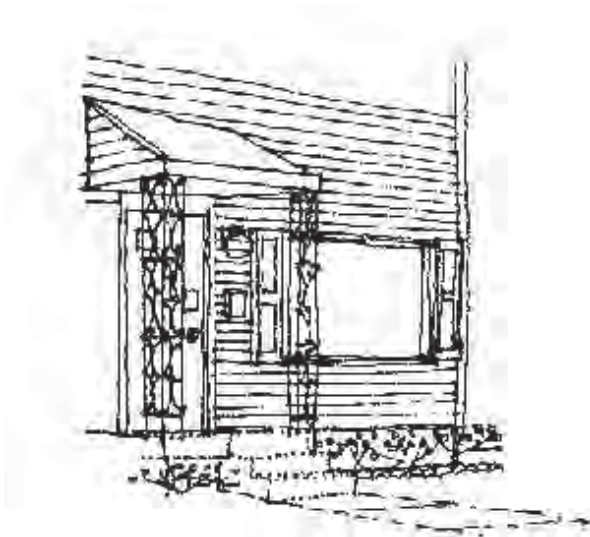
**A.6.11** Parking lot pavement, and landscaped areas should be kept in good repair and dead landscape material should be replaced annually.



*Landscaping helps blend parking lots into the streetscape appropriately.*



*Porches are an important element in many Dayton neighborhoods.*



*Inappropriate porches disrupt the context of the streetscape.*

## ARCHITECTURE

### A.7 BUILDING REHABILITATION

#### General Criteria

**A.7.1** The architecture and style of existing housing and landmarks in residential areas are important elements of the identity and character of a neighborhood. As private investment and public improvements to structures take place, changes can have a significant impact on the compatibility and harmony of a block and the entire neighborhood. Building rehabilitation should be sensitive to the character of surrounding structures and maintain the integrity of the building.

**A.7.2** Where inappropriate remodeling has taken place, design, remodel, or reconstruct facades to be compatible with the architectural characteristics of the upper floors.

**A.7.3** Areas covered by an approved redevelopment plan, or areas where the street system isolates a large tract of land, or areas where a majority of the streetscape (defined as at least on complete block from intersection to intersection, including both facing sides of the street) consists of vacant lots and/or abandoned structures, are exempt from sections A.7.4 - 7.6, and 8.4 - 8.8 of these guidelines.

#### Structural and Facade Changes

**A.7.4** Design remodeling to respect the original proportions, details, openings, scale, and character of the building.

**A.7.5** Preserve distinctive features and examples of skilled craftsmanship with extraordinary care. Do not remove or alter such elements.

**A.7.6** Use facade materials which are compatible with those prevailing on surrounding structures.

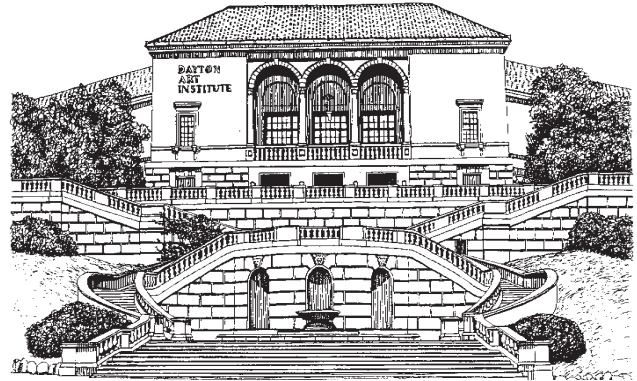


### **Landmark and Monument Rehabilitation**

**A.7.7** Monuments and landmark buildings are very important to the image and character of a neighborhood. Their integrity and history are often the main reason they are landmarks. Careful attention shall be given to preserving these structures as they were originally constructed.

**A.7.8** Where monuments exist, preserve and protect such landmarks with careful maintenance.

**A.7.9** Avoid overwhelming or obscuring landmark buildings and monuments with new adjacent buildings which are inappropriate by use, design, scale, site treatment, or buffering.



*Dayton Art Institute marks Grafton Hill as a special place.*



*Church steeple punctuates West Dayton skyline.*

### A.8 NEW CONSTRUCTION/ INFILL

#### General Criteria

**A.8.1** As with building rehabilitation, the construction of new buildings in residential areas can have a significant impact on the image, character and identity of a neighborhood. New construction in an established residential area should be compatible with its surroundings and add to the overall character of an area rather than detract from it.

**A.8.2** Design new homes, multi-family buildings, public buildings, and landmarks to be compatible with the prevailing architectural character of the surrounding structures in the neighborhood.

**A.8.3** Areas covered by an approved redevelopment plan, or areas where the street system isolates a large tract of land, or areas where a majority of the streetscape (defined as at least on complete block from intersection to intersection, including both facing sides of the street) consists of vacant lots and/or abandoned structures, are exempt from sections A.7.4 - 7.6, and 8.4 - 8.8 of these guidelines.

#### Construction Style

**A.8.4** New residential infill construction should be consistent in material, mass, height, proportion, site landscaping, setback, outbuildings, driveways and location of garage doors, lot coverage, and such architectural details as window size and proportion, porches, columns and roof styles to surrounding structures.

**A.8.5** Where no prevailing architectural context exists, create a consistent theme and character throughout the new development.

**A.8.6** Use only facade materials which are compatible with those prevailing on surrounding existing structures.

**A.8.7** In neighborhoods where the majority of the existing homes are served by alleys, locate new garages at the rear lot line.

**A.8.8** Design chimneys and roofs with material, construction, proportions, gables, dormers, slopes, exposures, and overhangs similar to those prevailing on the surrounding structures.



**Landmarks, Monuments and Public Buildings**

**A.8.9** New landmarks and monuments should be scaled to, and made of materials which relate to their surroundings or purpose, and which suggest permanence. They should also be distinctive in their design, to highlight them as special places.

**A.8.10** Design privately owned buildings which serve public or semi-public purposes to relate to the prevailing architectural characteristics of the neighborhood.

**A.8.11** Reserve unusual architectural emphasis for buildings of public importance which can be expressed with appropriate materials, forms and color.

**A.8.12** Site new community landmark buildings prominently. Landscape such buildings with trees and shrubbery of a sufficient size to quickly establish a sense of permanence, stability, and a presence in the community.

**A.8.13** Avoid overwhelming or obscuring landmark buildings and monuments with new adjacent buildings which are inappropriate by use, design, scale, site treatment, or buffering.



*Fifth District Police Station, Salem Avenue*

### URBAN FOREST

#### A.9 TREES

##### General Criteria

**A.9.1** Trees are an important part of the visual and psychological image of a neighborhood, they provide relief from the climate, a visual break from the pavement, a softening of the streetscape, and an economic value to private property. Street trees which form large canopies are encouraged. They help define the streetscape and improve the overall image of the neighborhood and should be located throughout residential districts.

**A.9.2** Use street trees which create a particular image and become a design element of the streetscape.

**A.9.3** The use of ornamental trees should be limited to special planting areas and buffers, and should be avoided in tree lawns..

##### Planting

**A.9.4** Residential streets will be provided with street trees planted in tree lawns, at a distance of 20' to 40' on center when more than two trees are planted, taking into consideration the location of trees in private yards, as areas are designated for capital projects.

**A.9.5** In sidewalks or other paving, provide an opening size of at least sixteen square feet.

**A.9.6** Where tree lawns are three feet or more in width, plant appropriate street trees between sidewalks and curb.

**A.9.7** Plant street trees of at least 1- 1/2 " caliper with a preferred 2 -1/2" caliper at time of planting to help insure early maturity and survival of urban conditions. In any case, plant trees with their lowest tree branches a minimum of six feet off the ground. Trees may be of a smaller caliper at the time of planting if they are planted as part of the Self-Help Tree Program.

**A.9.8** Choose street trees which mature to form shade canopies individually and which will mature to form interlocking tree canopies collectively.



*Trees add value to homes.*

**A.9.9** Trees located in tree lawns should be pruned on a regular basis, in a way that does not disturb the natural proportion of the tree, and will eventually lead to a tree canopy with its lowest branches 13' above the level of the sidewalk.

**A.9.10** In order to encourage healthy tree growth and discourage tree roots from disturbing paved areas, bio-barriers and copolymers should be applied at the time of planting.

### **Pruning and Tree Management**

**A.9.11** When tree pruning is required to reduce a hazard to public or private property a maximum clearance of 10 feet may be allowed from the tree to the item to be protected. In the case of clearance from high voltage (7.2 kv or greater) wires, the maximum allowable clearance will be 15 feet.

**A.9.12** In no case where pruning is required shall "topping" or "walling" a tree be an acceptable method of pruning or achieving line clearance.

**A.9.13** Where appropriate pruning which maintains the natural shape and proportions of a tree cannot practically reduce a hazard, consideration should be given to removing a tree and replacing it. The City's Urban Forester, or the Superintendent of Recreation and Parks will make the determinations on whether appropriate pruning is possible.

**A.9.14** When trees are to be pruned in the public right-of-way, or on public property, notice should be given to the City at least 48 hours in advance of activity to allow coordination.

### **Replacement**

**A.9.15** When dead or damaged trees are removed, they should be replaced on a one-for-one basis in the general vicinity during the same or the next planting season. When a significant number of trees are to be removed for any reason, a planting plan shall be submitted for review.

**A.9.16** Replace dead trees with a species which will survive the particular site condition of the location.



*Mature tree canopies take generations to replace.*



### A.10 LANDSCAPING AND OPEN SPACES

#### General Criteria

**A.10.1** The presence of open spaces in neighborhoods such as parks, commons and other semi-public green spaces provide places for community activities, help anchor areas and add to a neighborhood's visual identity. These types of special places should be created where they do not exist and existing areas should be preserved and highlighted.

**A.10.2** On streets where street pavement and/or the overall right-of-way is wide enough to locate boulevards or widen tree lawns, these improvements should be included in capital projects.

**A.10.3** Design plantings to serve a purpose such as establishing space at sidewalks, buffering between land uses and trafficways, marking entrances, or screening undesirable views.

**A.10.4** Landscape buffers should provide visual separation between uses, and serve as attractive green space. Their general design should be open in character to allow for views beyond the buffer.

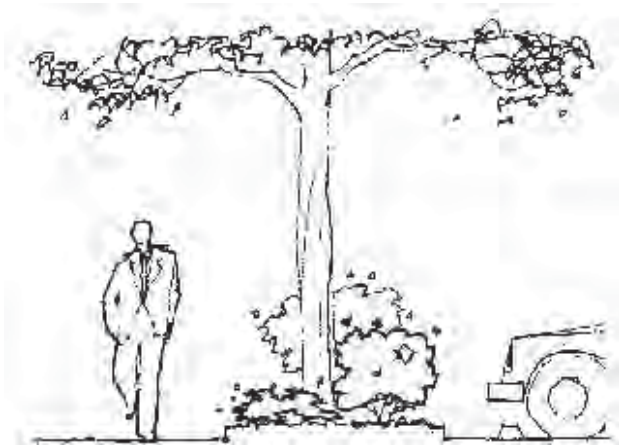
**A.10.5** Landscape screens are intended to be used to block undesirable views in residential areas and should be designed to be dense enough to prevent views.

**A.10.6** Where open space areas include pedestrian walkways, historic features, landmarks, or other elements of interest they should be signed to identify and locate these features.

#### Buffers

**A.10.7** Landscaped buffers are those areas intended to soften buildings and parking lots. They should be at least 5' in width. Landscape buffers should be provided where different uses adjoin one another, where parking lots adjoin the public right-of-way, and in tree lawns, boulevards and other open spaces.

**A.10.8** Landscaped buffers should include trees, ground cover and planting beds. Planting areas should be designed so they do not obstruct views of buildings or prevent surveillance. Buffers may also include appropriate fencing.



*Buffers allow views onto property, but soften hard surfaces.*

### **Screens**

**A.10.9** Provide landscaped screens where the intention is to block undesirable views from residential properties in areas such as service yards, auto repair lots, parking lots, etc. Screens should not be used in front yard setback areas.

**A.10.10** At a minimum, landscape screens shall contain shrubs planted no more than 2'-6" on center, with a minimum height of 2'-6" at time of planting which will attain a minimum mature height of 5'-0" and a minimum sustained visual density of 75% within three years from time of planting. Screens may also include appropriate fencing.

**A.10.11** Landscape material should be planted in areas surrounded by a minimum 4" concrete curb, limestone, railroad ties, or precast concrete molding, at a setback that is sufficient to protect shrubbery from damage by cars.

### **Vacant Lots**

**A.10.12** All vacant lots shall be kept free of garbage and debris and shall be maintained free from weeds and high grasses.

**A.10.13** When structures are demolished all foundations, structural elements, and any salvage material shall be removed from the site.

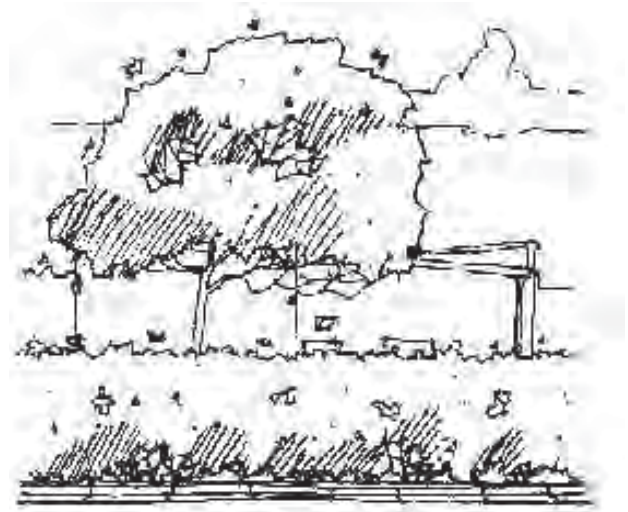
**A.10.14** When demolition is complete, lots should be graded smooth, level, and to the elevation that existed prior to demolition.

**A.10.15** At a minimum, ground cover shall be reintroduced at the site to prevent erosion, dust, and mud from becoming a nuisance to surrounding lots.

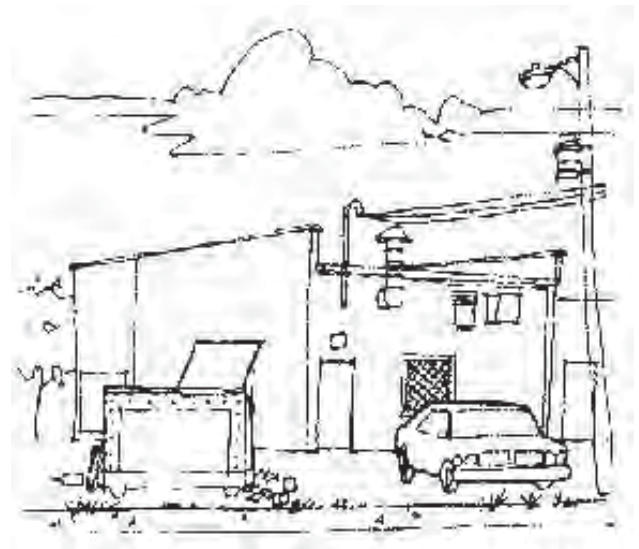
**A.10.16** Vacant lots should be secured from alleys to prevent such lots from being used as parking or storage yards.

**A.10.17** Any existing curb cuts should be removed at the time a structure is demolished.

**A.10.18** Adjacent property owners or groups of neighbors, with the expressed written consent of the property owner, are encouraged to landscape unused vacant lots. These groups are also encouraged to acquire adjacent lots whenever possible.



*Screens hide undesirable views.*





*Sen-Ox Circle in Southern Dayton View combines many elements to provide a restful, attractive open space.*

### **Commons and Landmarks**

**A.10.19** Develop and locate permanent identity signs in prominent locations and include landscaping or other types of additional amenities to highlight special types of open space and landmark uses.

**A.10.20** Immediately replace dead or damaged plantings in-kind with similar plantings per the minimum sizes contained in these Guidelines.

**A.10.21** Landscaped areas should be maintained by either the City or neighborhood residents so they appear neat and well trimmed throughout the year. Maintenance agreements should be determined prior to the time of installation of any new materials.



*Commons in neighborhoods provide a place for children to play.*



## B. NEIGHBORHOOD BUSINESS DISTRICTS

A business district is the place where a neighborhood invites the public to come and participate. Business districts are the collection of commercial and professional land uses, usually located along major streets, which form the activity and work center of a neighborhood. Business districts and landmarks are the main focal points of a neighborhood. The design and appearance of business districts may give the only impression of a neighborhood that an outsider receives. They also represent significant private investment in a neighborhood. Business districts that are well-designed and attractive encourage people to shop, and leave a positive image of the entire neighborhood. They also provide needed services to residents of the neighborhood. Business districts with a good mix of products and services make living in those neighborhoods more convenient and comfortable. Strong, attractive business districts add an economic vitality and visual quality that no other component of a neighborhood can duplicate.



*The character of the Business District reflects the entire neighborhood.*

## STREETSCAPE

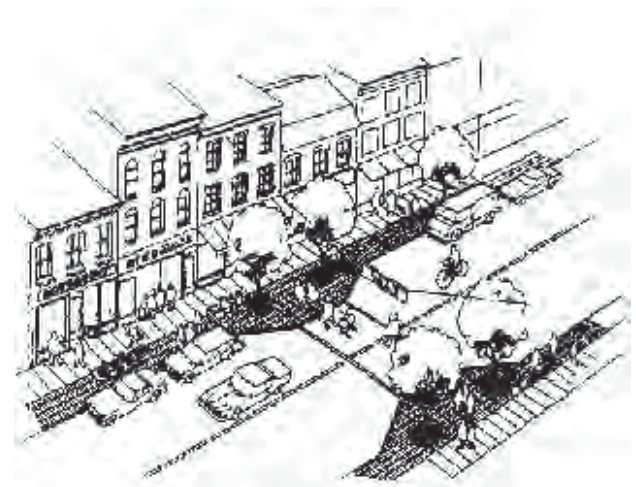
### B.1 STREETS

#### General Criteria

**B.1.1** The streets that serve neighborhood business districts are important public places that serve many functions in a healthy neighborhood. These streets need to be carefully planned and designed to accommodate the needs of business as well as the needs of pedestrians and vehicles. Streets in business districts generally carry more vehicle and pedestrian traffic than any other streets in the neighborhood, and should be designed to accommodate both groups of users.

**B.1.2** On streets where pavement and the overall right-of-way is wide enough to locate boulevards or widen sidewalks, these improvements should be pursued.

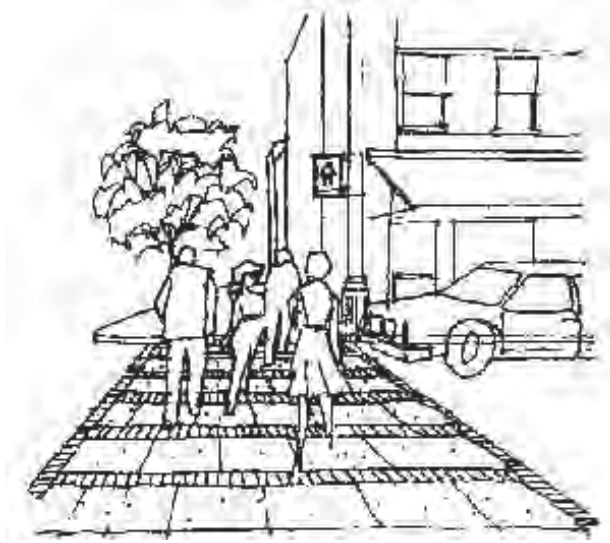
**B.1.3** Gateway treatments are encouraged along arterials and neighborhood passageways where important focal points or centers of activity exist. These treatments may include signs, landscaping, monuments, lighting or other prominent design features.



*Well defined streetscapes are inviting.*

## B.1 Streets

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*The balance between pedestrians and vehicles in Business Districts is important.*



*Medians provide additional greenspace, traffic control and pedestrian safety.*

**B.1.4** Special attention should be paid to business district streets that are identified as principal arterials in the “Official Thoroughfare Plan” and passageways in the Neighborhood Opportunities Program. These streets should receive a concentrated design treatment, with consideration for sight distances, including street trees, identification signs, lighting and other amenities whenever they are included in a project area, regardless of their predominant land uses.

**B.1.5** Alleys should be kept in good repair and free of garbage and debris.

**B.1.6** The City should not widen main passageways at the expense of the sidewalks. Where street widening is necessary, tree lawns and sidewalks should be protected wherever possible and the negative impacts of widening should be mitigated.

### **Street Elements**

**B.1.7** All streets in a business district will have sidewalks and appropriately signed pedestrian crosswalks where they are necessary.

**B.1.8** Street widening which would reduce the depth of a sidewalk to less than 5' where a tree lawn is provided, or to less than 6' where no tree lawn is provided, is prohibited.

### **Street Medians**

**B.1.9** Raised Medians can be placed in an area of more than four feet in width and 50 feet in length if one of the following conditions exist:

- a) The roadway has been designated as a limited access or controlled access highway.
- b) Positive control of vehicles is required due to curves, unsignaled highway approaches, excessive curb cuts, or limited site clearances.
- c) A mid-block pedestrian island is required due to heavy pedestrian crossings, the width of the street exceeds 48 feet and the distance between signalized intersections exceeds three blocks or the equivalent.

**B.1.10** Median areas of more than eight feet in width and at least 800 square feet should be landscaped, especially at official city gateways. However, no fixed obstructions are to be placed in an area of less than 10 feet in width.

### **Repair**

**B.1.11** When required by maintenance activities or damage, replace or repair pavement of streets with in-kind materials, or with materials originally used in the street's construction. In any case where brick street material is repaired or replaced, use brick.

**B.1.12** When brick subsurface is encountered in the excavation of roadways it will be replaced in-kind in all historic districts and on all streets listed on the "potential brick street restoration" list included in the appendix.

**B.1.13** When cuts are made in the surface of a street, the repair of that street shall include repaving as per "Rules and Regulations for Making Openings in a Public Way," current edition.

**B.1.14** Where brick material is encountered in streets where it is not required by these guidelines to be replaced, it should be delivered to the Department of Public Works for storage and use in appropriate locations.

### **Bicycle Safe Streets**

**B.1.15** When four-lane thoroughfares are initially constructed, overlaid with a new course of asphalt, or reconstructed, the outside lanes may be striped wider than the inside lanes if minimum lane width standards will not be compromised and if the following criteria are met:

- a) The segment of street being constructed, overlaid or reconstructed must have a continuous length of at least one-half mile, or connect to an existing wide outside lane;
- b) The Director of Public Works must determine that the street segment does not contain any unique geometrics or other unusual circumstances that would cause the uneven lane widths to present a hazard to the public safety, health and/or welfare;
- c) If the thoroughfare is a state and/or federal highway or project, the appropriate state and/or federal agency must approve the modified striping plan.

**B.1.16** The City will make every reasonable effort to either install and maintain traffic signal detectors that are sensitive to the presence of bicycles or provide for other means of actuation of traffic signals for bicycles.

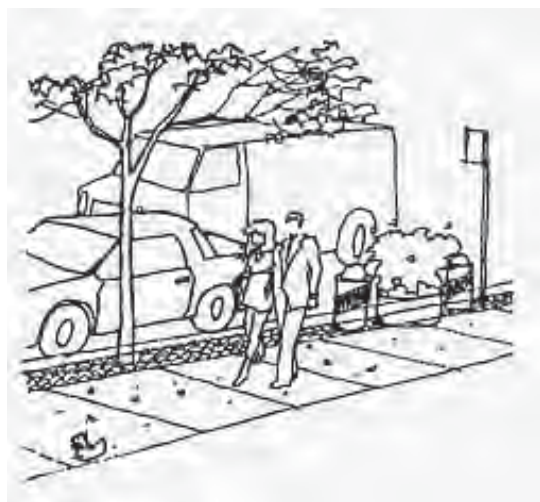
**B.1.17** When designing or reviewing plans for new streets or when developing plans for the reconstruction of existing streets, the City and all utility companies will specify that utility covers, storm water inlets containing street grates and other surface irregularities be designed to be safe for the passage of bicycles.

**B.1.18** When traffic volume, street design and current or projected bicycle usage suggest that a street is especially appropriate for bicycle traffic the City will consider identifying the street with "Bicycle Route" or "Share the Road" signs.

**B.1.19** Wherever it has street maintenance responsibility, the City will make every reasonable effort to promptly remove debris from street edges and intersection, and to maintain as smooth as practical transitions between street surfaces and bridge decks, between street surfaces and concrete gutter sections, and between street surface and any street grates.



*Adequate pedestrian space on the sidewalk encourages use.*



## B.2 SIDEWALKS

### General Criteria

**B.2.1** Sidewalks in business districts are public zones that provide space for walking, shopping, and special activities. In order to encourage use of the sidewalk and to provide for pedestrian space, plans and designs should provide the maximum pedestrian space feasible.

**B.2.2** A desirable optimum is to provide a 4' wide amenities zone along the curb, and an additional 8' of traffic zone to allow two pairs of pedestrians to pass. When conditions permit, provide an additional 2' - 3' of sidewalk width along storefronts as a zone to be used for window shopping.

**B.2.3** Sidewalks should not be cluttered with utility and advertising paraphernalia that impedes pedestrian circulation.

**B.2.4** All utility apparatus and street amenities should be organized and placed in the amenity zone to ensure a clear pedestrian passageway.

**B.2.5** Sidewalk design should encourage the use of street furniture, tree planting, and landscaping in amenity zones.

**B.2.6** Sidewalk design should also help define the street wall and an identifiable pedestrian, vehicle separation. Separations can be achieved using trees, landscaping, curb-side parking, low walls, hedge rows, bollards, setbacks, or other devices which provide the pedestrian with a sense of enclosure and containment.

**B.2.7** On sidewalks in older, concentrated business districts with building walls at the sidewalk line, tree lawns should be discouraged.

### Sidewalk Design

**B.2.8** Locate buildings at the sidewalk line and collect parking into shared lots, placed at the side, or rear of buildings to be served in order to maintain facade continuity and pedestrian security on the sidewalk.

**B.2.9** Provide a minimum of 6' of clear sidewalk passage width on sidewalks without tree lawns or additional amenity zones, and a 5' clear passage width on sidewalks with tree lawns or additional amenity zones in all business districts.



**B.2.10** Mark crosswalks with a change of paving material, color, texture, or pattern which contrasts with the trafficway material to help define crosswalks as shared territory, and as areas requiring special attention from both motorists and pedestrians.

**B.2.11** Limit curb cuts to preserve the continuity of the sidewalk space, and reduce traffic hazards. Continue sidewalk materials across curb cuts.

**B.2.12** Sidewalk curb height shall be a maximum of 6" at the time of installation.

**B.2.13** Catch basins used in sidewalk and gutter construction should have openings small enough to ensure pedestrian and bicycle safety. They should also include a one inch depression to ensure adequate drainage.

**B.2.14** Sidewalks should be designed to provide handicapped access at intersections.

### Tree Lawns

**B.2.15** Tree lawns, where they exist, shall be a minimum of 3' wide, with a preferred optimum width of 5' to 6'.

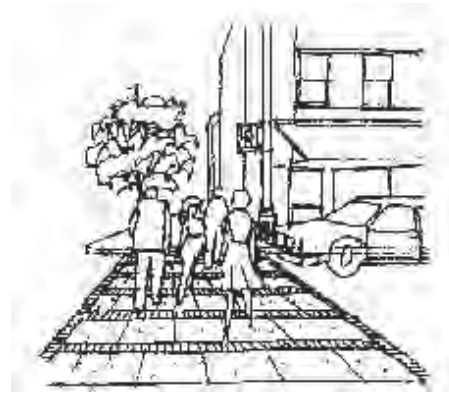
**B.2.16** Tree lawns which are narrower than 3' should be replaced with concrete or other appropriate material when they become part of streetscape projects. Leave any existing trees in place, and provide tree openings as described elsewhere in these Guidelines.

### Repairs

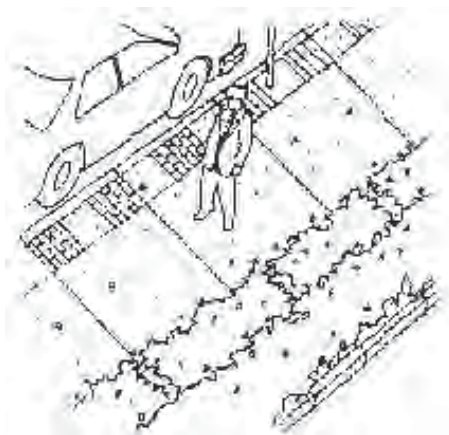
**B.2.17** When required by maintenance activities or damage, replace or repair pavement of sidewalks and curbs with in-kind materials, or with materials originally used in the sidewalk's construction.

**B.2.18** When unit paved sidewalks must be disturbed for maintenance purposes, lift pavers intact and return to place after repairs, or replace with identical materials to restore the surface to original condition.

**B.2.19** Where sidewalks must be replaced due to damage by tree roots, the property owner assessed for repairs shall have the option to replace the sidewalk in its original configuration or to replace the sidewalk in a way which will accommodate the tree provided an appropriate sidewalk width can be maintained.



*Marked crosswalks signal a pedestrian safe zone.*



*Where it is difficult to get vegetation to grow in narrow tree lawns, pavers may be used.*



*Trees separate pedestrians from traffic.*

### B.3 LIGHTING

#### General Criteria

**B.3.1** Lighting in business districts provides security, safety and visual appeal. It also encourages pedestrian activity over extended hours of the day. Business districts should be lit to increase vehicle and pedestrian safety and to highlight special elements of the streetscape.

**B.3.2** Ornamental and decorative lighting which highlights significant design elements of a business district such as prominent buildings or gateway identification projects is encouraged.

**B.3.3** Light intensity shall be at its highest level in business districts on principal and minor arterials to distinguish passageways, and to highlight areas of wide-community significance.

**B.3.4** Lighting should provide high-quality light which renders colors as accurately as possible.

#### Light Types

**B.3.5** Set luminaires to illuminate roadway and sidewalk with concentration on roadways.

**B.3.6** The use of decorative lighting which highlights building facades and architectural details is encouraged.

**B.3.7** All light poles shall be maintained in a vertical position.

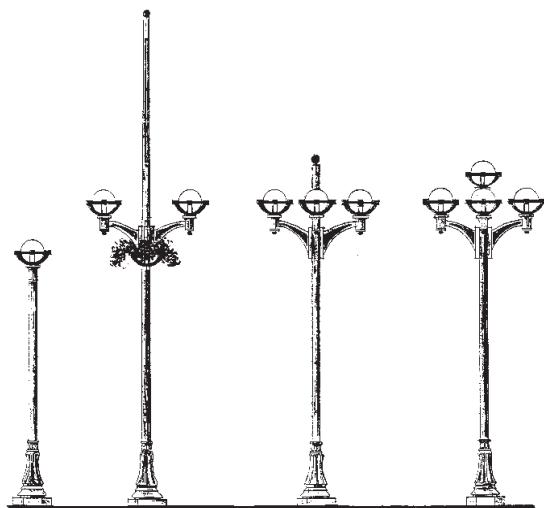
**B.3.8** Parking lots should be lit brightly enough to preserve safety, but without glare, hot spots, or spill light through residential windows.

**B.3.9** Use shielded luminaires which direct illumination onto surface to be lit and reduce glare and spill light.

#### Repairs

**B.3.10** When necessary, repairs and replacements should be done with the same type of fixture which was damaged or one that is consistent with the surrounding fixtures.

**B.3.11** Underground wiring for all new lighting systems is required, and where underground wiring currently exists it should not be replaced with overhead wiring.



*Lighting should provide security and character.*

### B.4 UTILITY APPARATUS

#### General Criteria

**B.4.1** Utility apparatus are the poles and boxes and wires and other physical elements that provide infrastructure support. These elements generally add little to the visual appearance of a business district and often add to visual clutter. Utility apparatus shall be placed in the rear of lots in easements on private property or in alley rights-of-way. When located within the right-of-way of a street (alleys excluded) the apparatus shall be as unnoticeable as possible and shall not interrupt sight lines nor impede pedestrian flow.

**B.4.2** Whenever a project results in the addition, relocation, or replacement of utility apparatus to fifty percent (50%) or more of one entire block-face, the apparatus shall be located wholly underground, or at the rear of the lot in easements on private property, or in alley rights-of-way. The location shall be approved by the Department of Public Works. Exemptions to allow the location of aerial utility apparatus within the right-of-way of a street (alleys excluded) will be considered on a case by case basis by the City Plan Board, and if approved by the Plan Board will require a Street Privilege Permit. The standards described in B.4.2 apply regardless of what entity, organization, or company initiates the project.

**B.4.3** Whenever new utility systems are added to any part of a block face they shall be located wholly underground, or at the rear of a lot in easements on private property, or in alley rights-of-way. The location shall be approved by the Department of Public Works. Exemptions to allow the location of an aerial utility system within the right-of-way of a street (alleys excluded) will be considered on a case by case basis by the City Plan Board, and if approved by the Plan Board will require a Street Privilege Permit.

#### Utility Types and Locations

**B.4.4** Use utility poles capable of carrying luminaires and other utility wiring.

**B.4.5** Consolidate utility poles and utility wiring wherever possible.

**B.4.6** Consolidate traffic and regulatory signs onto existing poles wherever possible.

**B.4.7** Place new or relocated fire hydrants, signal control boxes, or other free-standing utility elements 2' from the face of the street curb.

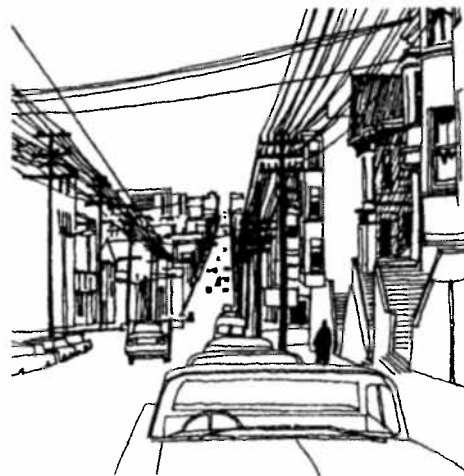
**B.4.8** All utility poles must be maintained in a vertical position.

**B.4.9** Mount all poles which need to be located in the front of lots so that the pole is 2' from the curb. Such location shall not narrow the available sidewalk below a minimum of 5' of passage width, or below the existing width if less than 5'.

**B.4.10** The installation of utility poles in hard surface material shall include sealing the joint to prevent weed growth.



*Utility poles should not dominate streetscape.*





### **Repair**

**B.4.11** When a pole is removed from an existing paved area for replacement, relocation, or consolidation, the pavement where the pole stood shall be removed to the nearest construction joints and entirely replaced with materials identical to that surrounding the site of removal. Where the existing material is asphalt, it shall be cleanly sawcut and removed to a minimum of 3'-0" square and replaced in-kind.

**B.4.12** Utility poles and other utility apparatus shall be kept in good repair and shall be painted or refurbished as required and those placed in hard surface materials shall be kept free of weeds and debris.

**B.4.13** Obsolete utility poles and apparatus shall be removed within six months of the time their use is discontinued.

## B.5 SIGNS

### General Criteria

**B.5.1** Signage is a major component of the visual landscape of a business district. Signs advertise businesses, direct people, communicate traffic information and set the tone of a business district. Signs can add significantly to the character, interest and visual clarity of a business district. Poorly-designed, inappropriate signs, however, can have a very negative impact on an area. Signage should complement buildings and other streetscape elements and be designed of appropriate size, style, and materials, and be located to properly fit into the business district. Signage will be reviewed as a primary component of business district projects.

**B.5.2** Design signage to be compatible with its surroundings and function with land use coordinated graphic systems wherever possible.

**B.5.3** Roof signs, large overhanging signs, and excessively large signs which interfere with the visual character of a business district shall not be used.

**B.5.4** Traffic control signs and bus stop signs should be located in an organized way, and shall be sized to be consistent with the traffic speeds which are appropriate to the street.

### Placement

**B.5.5** Signs should be located in a way that does not interfere with sight distances for motorists.

**B.5.6** Consolidate signs from multiple locations onto existing poles wherever possible. Such clusters of signs should be well-organized and clearly understandable.

**B.5.7** Place and size signs on buildings in keeping with the scale and size of the building facades and general streetscape so as not to obscure or interfere with architectural lines and details.

**B.5.8** Mount free-standing sign poles so that the center of the sign is 2' from the face of the curb, and ensuring that signs do not protrude into the right-of-way.

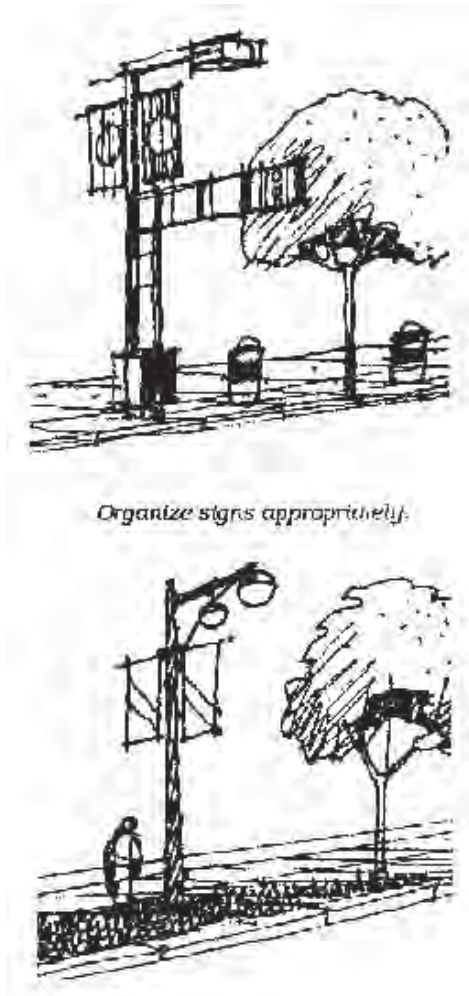


*Signs should compliment buildings, not fight for attention.*



## B.5 Signs

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**B.5.9** All sign poles must be maintained in a vertical position.

**B.5.10** The development and location of permanent identity signs is encouraged in prominent gateway locations and should include landscaping or other types of additional amenities to highlight these gateways.

### Traffic Control Signs

**B.5.11** Traffic control signs should be mounted on existing utility poles whenever possible.

### Advertising Signs

**B.5.12** Billboards and “sign benches” are not permitted.

**B.5.13** Each sign should contain only one message appropriate to the activity it serves.

**B.5.14** Portable signs are prohibited.

**B.5.15** Sign design should relate to the general theme of the surrounding business district.

**B.5.16** Lighted signs and show windows are appropriate when they are compatible with the surrounding district.

### Repair

**B.5.17** Signs and sign poles should be painted and maintained to convey their meaning clearly and present a well kept-image.

**B.5.18** Obsolete signs should be removed within 90 days.

## B.6 PARKING LOTS

### General Criteria

**B.6.1** Parking lots, like signs are an important element of providing convenience and service to business patrons. They also, however, can disrupt the character and visual clarity of a business district. Parking lots need to be provided in business districts in ways that do not overpower the streetscape, disrupt its character, or interfere with pedestrian activity, yet are still convenient to customers.

**B.6.2** The location of parking lots should be consistent with the general lay-out of a business district. Where buildings are located at the right-of-way line, parking should not be located in front of the building wall. Where buildings are located behind the setback line and existing parking is provided in front of buildings, new parking should be located in the front of buildings. Where parking is located in front of the building line, sidewalks, tree lawns and other pedestrian amenities should be provided at the right-of-way.

**B.6.3** Buffer parking lots, gasoline station service aprons, and other related areas with plantings, low walls, picket fences, and trees in ways which eliminate hiding places and preserve the implied street wall at the sidewalk.

**B.6.4** Shared parking lots should be encouraged to minimize the number of breaks in a block face.

### Parking Lot Treatment

**B.6.5** All parking lots shall be paved with a hard surface material.

**B.6.6** Parking lots and their associated landscaped areas shall be surrounded with a 4" curb or other barrier.

**B.6.7** Parking lots should be lighted with luminaires to provide security, but not produce spill light to residential properties.

**B.6.8** When trash receptacles, loading bays, and other service apparatus are located in parking lots, they shall be screened from view with landscape material and fencing.

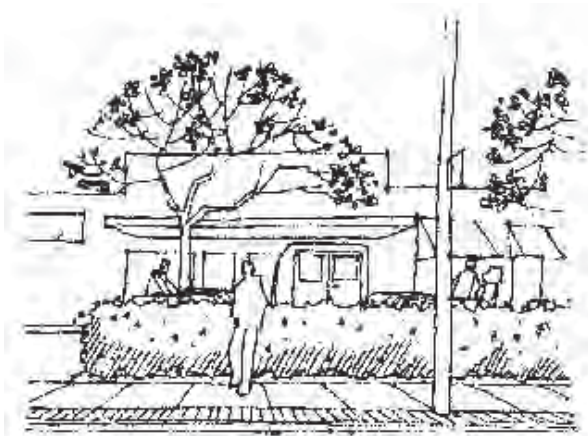


*Gas stations and other auto-oriented uses can be attractive.*

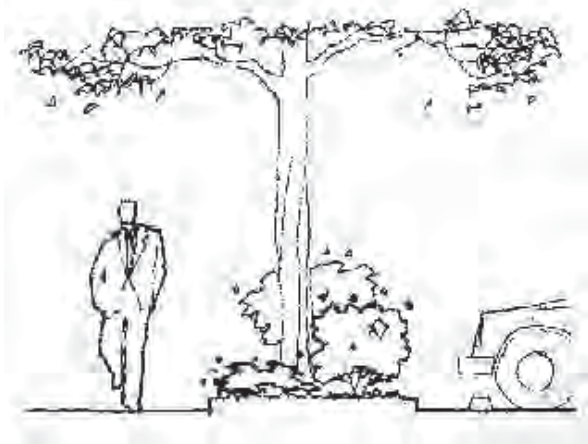


## B.6 Parking Lots

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*Buffers close the gap in the street wall.*



### **Buffering**

**B.6.9** Parking lots in business districts shall be screened from adjacent housing and buffered from all public right-of-ways with landscape material and/or fencing.

**B.6.10** Parking lot screening should, at a minimum follow the standards found in the landscaping and open space section of these standards.

**B.6.11** Parking lot buffering should, at a minimum follow the standards found in the landscaping and open space section of these guidelines.

**B.6.12** The use of chain link fencing in parking lots should be avoided.

**B.6.13** Parking lots of over 20 spaces shall be provided with landscaped islands which may include trees, ground cover and other plant material. At least one shade tree shall be provided in each island.

**B.6.14** The landscape material used for buffers and screens should be maintained in such a way that it does not interfere with the roadway or the pedestrian way.

### **Repairs**

**B.6.15** Parking lots and their surrounding screening and landscaping should be kept free of trash and weeds and in good repair.

**B.6.16** When repair to parking lot pavement is required, resurfacing or replaced pavement should be of the same material as the rest of the parking lot.

**B.6.17** When parking lots are striped they should be re-painted as necessary to ensure a well-maintained appearance.

**B.6.18** Landscape material used for buffers and screens should be maintained regularly and dead or damaged material should be replaced.



## **B.7 STREET FURNITURE AND OTHER AMENITIES**

### **General Criteria**

**B.7.1** The use of seating, newspaper machines, kiosks, public art and other amenities add to the convenience, comfort and appearance of a business district. These types of amenities should be used in business districts.

### **Seating**

**B.7.2** Provide seating at major destination points, points of highest pedestrian volume, and outside fast-food outlets.

**B.7.3** Place seating adjacent to, but not in, main pedestrian traffic flow corridor.

**B.7.4** Use low-maintenance seating which will remain comfortable during periods of extreme temperatures, and which is not prone to vandalism.

**B.7.5** Screen seating areas from moving automobile traffic.

**B.7.6** Emphasize each seating area with appropriate pedestrian scale amenities.

**B.7.7** New or remodeled buildings and parking lot screening treatments should include design elements which can be informally used as seating, such as above ground planters, and low walls or sills.

### **Bus Shelters**

**B.7.8** No part of a shelter shall hang or protrude into the street in any way.

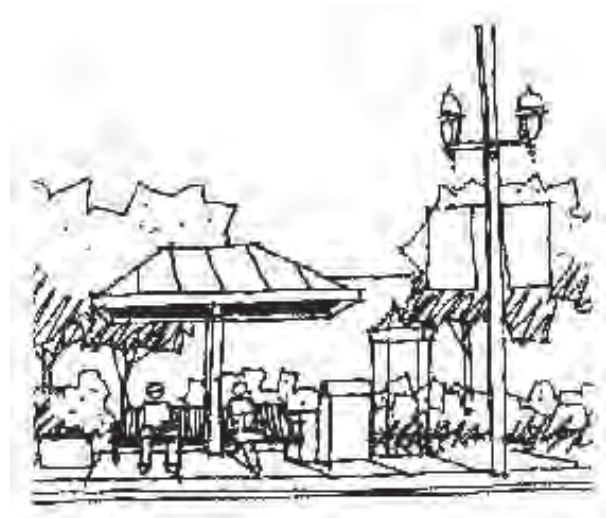
**B.7.9** Bus shelter location shall not impede pedestrian movement.

**B.7.10** Bus shelters should be open in their design, and not include plexi-glass panels, or other types of sides unless a particular location has special needs (such as a hospital or senior citizen stop) and the shelter can be maintained on a regular basis by its users or a neighborhood institution.

**B.7.11** Bus shelters should be located so the centerline of their support posts is a minimum of 3'-6" from the face of the curb. Where space permits, bus shelters are encouraged to allow 4' of clear pedestrian passage space along the front of the sidewalk. Where space does not permit, locate shelters at the rear of the sidewalk.



*Street amenities add to pedestrian comfort.*



*Details add character.*

### Miscellaneous

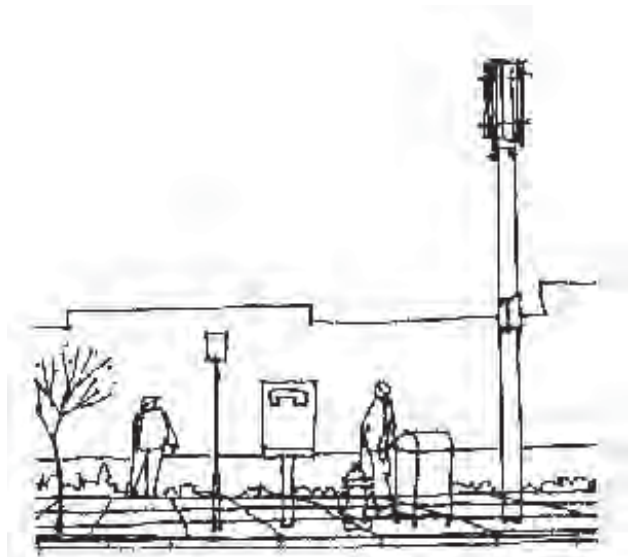
**B.7.12** Locate news vending machines, post boxes, signs, and other amenities in organized clusters 30" from the back of the curb.

**B.7.13** Locate news vending machines, trash receptacles, mail boxes and other related items convenient to seating areas.

**B.7.14** Where security is desired around private or public property, use metal open picket fences alone, or in combination with masonry piers or low walls, to preserve views of the architectural character of the enclosed property. When piers are used, the open portion of the fence shall be a minimum of 75% of its entire length.

### Repair

**B.7.15** Ensure that all street furniture is kept in good repair and painted as necessary.



*Street furniture should be clustered and well organized.*



## ARCHITECTURE

### B.8 BUILDING REHABILITATION

#### General Criteria

**B.8.1** Consistent street walls or block faces are very important in business districts. The characteristics of buildings in the district is one of the things that gives the businesses identity and character. Interruptions in the setbacks, massing, orientation or style of buildings makes a district seem disjointed or visually confusing. Changes to buildings can enhance a district or detract from it. Rehabilitation should be sensitive to the original style of a particular building and the district.

**B.8.2** Where inappropriate remodeling on the ground floor of a multi-story building has taken place, design, remodel, or reconstruct street level facades to be compatible with the architectural characteristics of the upper floors.

#### Structure and Facade Changes

**B.8.3** Ground level space should be devoted to retail uses, and shops with display windows, and doors leading directly to the sidewalk. Other uses should also have open window space and doors leading to the sidewalk.

**B.8.4** Design remodeling to respect the original proportions, details, openings, scale, and character of the building.

**B.8.5** Preserve distinctive features and examples of skilled craftsmanship with extraordinary care. Avoid their removal or alteration.

**B.8.6** Use facade materials which are compatible with those prevailing on surrounding existing structures.



*Visibility from the street is inviting.*



*"Remodeled" storefronts often detract from character.*

### **Monuments and Landmarks**

**B.8.7** Monuments and landmarks are very important to the image and character of a neighborhood. Their integrity and history are often the main reason they are landmarks. Careful attention shall be given to preserving these structures as they were originally constructed.

**B.8.8** Where monuments and landmarks exist, preserve and protect them with careful maintenance.

**B.8.9** Avoid overwhelming or obscuring monuments and landmarks with new adjacent buildings which are inappropriate by use, design, scale, site treatment, or buffering.

## B.9 NEW CONSTRUCTION/ INFILL

### General Criteria

**B.9.1** New buildings that are consistent with existing buildings add to the character and identity of a district. Buildings that are very different in appearance and size can disrupt any harmony that exists. As new buildings are planned they should be designed and constructed in a way that complements and adds to the district.

### Structure Types

**B.9.2** Detail new facades to relate to the architectural characteristics of the surrounding structures such as proportion, scale, form, mass, window size, roof line, setback, material, horizontal dimension, etc.

**B.9.3** Relate the mass of new buildings to existing buildings to avoid an incompatible appearance.

**B.9.4** Break the overall new building mass into smaller masses consistent with those of the existing building lines.

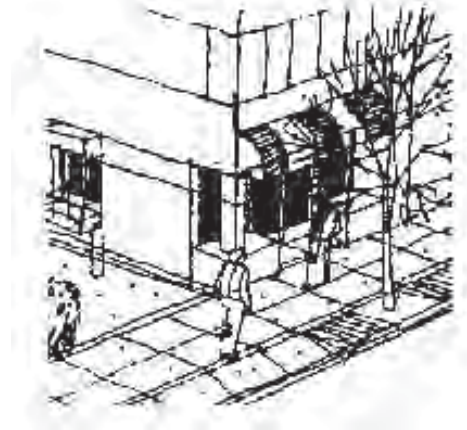
**B.9.5** Where no prevailing architectural context exists, create a compatible theme and character throughout the new development.

### Locations

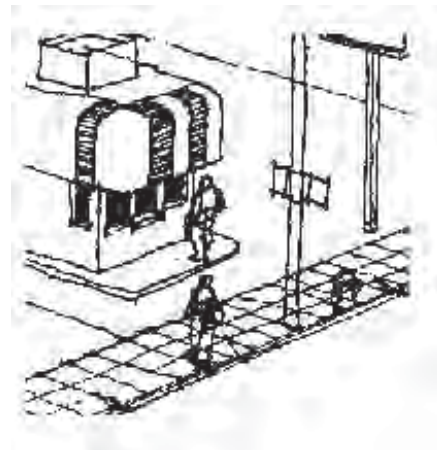
**B.9.6** Locate new buildings in commercial districts at the prevailing setback line, especially when that line can be determined to be the rear edge of the adjacent sidewalk.

**B.9.7** Where no prevailing setback line exists, locate new buildings no further away from the rear edge of the sidewalk than the average setback line of the adjacent buildings.

**B.9.8** Design the site lay-out of new construction, including building and parking locations, entrances and service areas to be consistent with existing development.



*Consistency along the "streetwall" is important.*



### **Facades**

**B.9.9** Articulate and texture large facades, particularly the lowest 2-3 stories, so as to reduce their apparent size, and add to the pedestrian scale of the area.

**B.9.10** At ground level, provide architectural texture and detail on new commercial buildings to preserve human scale and the continuity of the streetscape.

### **Landmarks, Monuments and Public Buildings**

**B.9.11** New landmarks and monuments should be scaled to, and made of materials which relate to their surroundings or purpose, and which suggest permanence. They should also be distinctive in their design to highlight them as special places.

**B.9.12** Design privately owned buildings which serve public or semi-public purposes to relate to the prevailing architectural characteristics of the neighborhood.

**B.9.13** Reserve unusual architectural emphasis for buildings of public importance which can be expressed with appropriate materials, forms and color.

**B.9.14** Site new community landmark buildings prominently. Landscape such buildings with trees and shrubbery of a sufficient size to quickly establish a sense of permanence, stability, and presence in the community.

**B.9.15** Avoid overwhelming or obscuring landmark buildings and monuments with new adjacent buildings which are inappropriate by use, design, scale, site treatment, or buffering.

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## URBAN FOREST

### B.10 TREES

#### General Criteria

**B.10.1** Trees in business districts provide the same values as in other parts of the neighborhood, they protect people from the weather, soften the streetscape, increase the economic value of property and are attractive. In business districts, where there is more traffic, these benefits contribute a great deal to the overall appearance and comfort of the street. Tree planting should be undertaken in business districts whenever they are included as part of capital projects.

**B.10.2** Use street trees which create a particular image and become a design element of the streetscape.

**B.10.3** The use of ornamental trees should be limited to special planting areas and buffers, and should not be used in tree lawns or along sidewalks.

**B.10.4** In compact business districts, tree lawns should be discouraged.

#### Planting

**B.10.5** Business district streets should be provided with street trees where sidewalks are at least 5' wide, as areas are designated for capital projects.

**B.10.6** Plant street trees of at least 1-1/2" to 2-1/2" caliper at time of planting to help assure early maturity and survival in urban conditions. In any case plant trees with their lowest tree branches a minimum of 6' off the ground.

**B.10.7** Choose street trees which mature to form shade canopies. Use trees of a similar species to provide consistency along a blockface.

**B.10.8** Ornamental trees with low branching patterns are prohibited in or adjacent sidewalks.

**B.10.9** Wherever possible, plant street trees directly in-ground surrounded by permeable unit pavers, or permeable fill. Raise and slope grate away from base of tree to avoid saltwater runoff into tree pit. In sidewalks or other paving, provide an opening size of at least sixteen square feet.



*Trees are an important design element in the streetscape.*

**B.10.10** Trees located in or adjacent sidewalks should be pruned on a regular basis, in a way that does not disturb the natural proportion of the tree, and will eventually lead to a tree canopy with its lowest branches 13' above the level of the sidewalk.

**B.10.11** In order to encourage healthy tree growth and discourage tree roots from disturbing paved areas, bio-barriers and copolymers should be applied at the time of planting.

### Replacement

**B.10.12** When dead or damaged trees are removed, they should be replaced in the general vicinity on a one-for-one basis during the same or the next planting season.

**B.10.13** Replace dead trees with a species which will survive the particular site conditions of the location.



*Trees make businesses more inviting.*



### B.11 LANDSCAPING AND OPEN SPACES

#### General Criteria

**B.11.1** Landscaping and open spaces in business districts can take the form of parking lot buffers, seating areas, widened sidewalks, plazas and gateway treatments. These types of special areas provide pedestrians with a sense of ownership and comfort in a business district. They also add to the character and visual amenity of an area. The use of landscaping and open spaces in business districts, that is compatible with the character of the district is considered an important part of a streetscape and should be included, as feasible, in any streetscape project.

**B.11.2** Landscaping which visually narrows the perceived trafficway space, and encourages slower traffic speeds, and pedestrian safety is encouraged.

**B.11.3** Design plantings to serve a purpose such as establishing space at sidewalks, buffering between walks and trafficways or parking lots, marking entrances, or screening undesirable views.

**B.11.4** Landscape buffers should provide visual separation between uses, and attractive green space. Their general design should be open in character to allow for views and surveillance.

**B.11.5** Landscape screens are intended to be used to block undesirable views in and should be designed to be dense enough to prevent views.

**B.11.6** Where open space areas include pedestrian walkways, historic features, landmarks, or other elements of interest they should be signed to identify and locate these features.



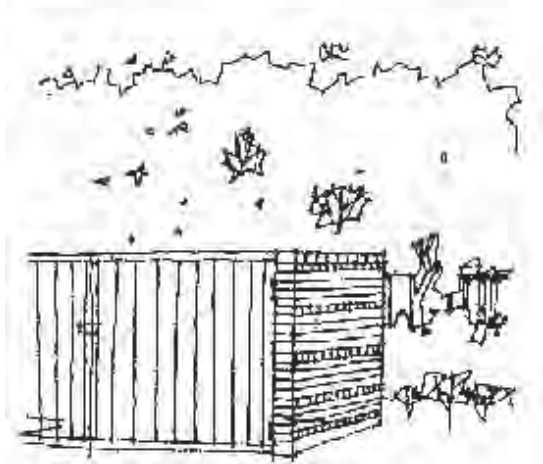
*Open spaces provide gathering places.*

## B.11 Landscaping and Open Spaces

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*Buffering helps define space and soften sidewalks.*



*Trash areas can be successfully screened with attractive fencing.*

### **Buffers**

**B.11.7** Landscaped buffers are those areas intended to soften parking lots and other paved surfaces. They should be at least 5' in width. Landscaped buffers should be provided where parking lots adjoin the public right-of-way, and in tree lawns, boulevards and other open spaces.

**B.11.8** Landscaped buffers should include trees, ground cover and planting beds. Planting areas should be designed so they do not obstruct views of buildings or prevent surveillance. Buffers may also include appropriate fencing.

### **Screens**

**B.11.9** Provide landscaped screens where the intention is to block undesirable views around uses such as service yards, auto repair lots, parking lots (when they are adjacent residential uses) etc. Screens should not be used in front yard setback areas.

**B.11.10** At a minimum, landscape screens shall contain shrubs planted no more than 2'-6" on center, with a minimum height of 2'-6" at time of planting which will attain a minimum mature height of 5'-0" and a minimum sustained visual density of 75% within three years from time of planting. Screens may also include appropriate fencing.

**B.11.11** Landscape material should be planted in areas surrounded by a minimum 4" concrete curb, limestone, railroad ties, or precast concrete molding, at a setback that is sufficient to protect shrubbery from damage by cars.

**B.11.12** Landscape materials used in buffers and screens should be maintained in such a way that it does not interfere with the roadway or the pedestrian way.

### **Repairs**

**B.11.13** Immediately replace dead or damaged plantings upon removal with appropriate materials at least the minimum sizes contained in these Guidelines.

**B.11.14** Landscaped areas should be maintained by the business association so they appear neat and well trimmed throughout the year. Maintenance agreements should be determined prior to the time of installation of any new materials.

## C. COMMERCIAL DISTRICTS

Commercial districts are identified as different types of places than business districts primarily by the different types of land uses found there. Commercial districts may include industrial uses, warehouse uses, contractor yards and other more intense business activities. These areas may also include retail and office uses. Residents do not generally consider these areas as their business district, and they are more oriented to an outside work force, or shopper than to neighborhood residents. These areas are included as part of the neighborhood design guidelines because they are located in neighborhoods and because their visual quality has an impact on neighborhoods. The following guidelines are less specific than in other sections. The primary concern is to ensure reasonable compatibility and an appearance that does not detract from host neighborhoods.

### STREETSCAPE

#### C.1 STREETS

##### General Criteria

**C.1.1** The streets that serve commercial districts have several functions. These streets need to be designed to accommodate the needs of business and, of pedestrians. Streets in commercial districts generally carry more vehicle and heavy truck traffic than local or business district streets and need to be designed to accommodate large vehicles. These streets should include some provision for pedestrians, particularly when they are on bus routes, near schools or other types of public spaces.

**C.1.2** Streets in a commercial district should include sidewalks and appropriately signed pedestrian crosswalks.

**C.1.3** Special attention should be paid to streets in commercial districts that are identified as principal arterials in the “Official Thoroughfare Plan” and passageways in the appendix. These streets should receive a concentrated design treatment including tree lawns, identification signs, lighting and other amenities whenever they are included in a project area, regardless of their predominant land uses.

**C.1.4** Street widening should not reduce the depth of a sidewalk in a commercial district to less than 5'. Where street widening is necessary, some provision should be made to provide for pedestrian traffic.

## C.1 Streets

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### **Street Medians**

**C.1.5** Raised Medians can be placed in an area of more than four feet in width and 50 feet in length if one of the following conditions exist:

- a) The roadway has been designated as a limited access or controlled access highway.
- b) Positive control of vehicles is required due to curves, unsignaled highway approaches, excessive curb cuts, or limited site clearances.
- c) A mid-block pedestrian island is required due to heavy pedestrian crossings, the width of the street exceeds 48 feet and the distance between signalized intersections exceeds three blocks or the equivalent.

**C.1.6** Median areas of more than eight feet in width and at least 800 square feet should be landscaped, especially at official city gateways. However, no fixed obstructions are to be placed in an area of less than 4 feet in width.

### **Repair**

**C.1.7** When required by maintenance activities or damage, replace or repair pavement of streets with in-kind materials, or with materials originally used in the street's construction. In any case where brick street material is repaired or replaced, use brick.

**C.1.8** When brick subsurface is encountered in the excavation of roadways it will be replaced in kind in all historic districts and on all streets listed on the "potential brick street restoration" list in the appendix.

**C.1.9** Where cuts are made in the surface of a street, the repair of that street shall include repaving as per "Rules and Regulations for Making Openings in a Public Way," current edition.

**C.1.10** Where brick material is encountered in streets which are not required to be replaced by these guidelines, it should be delivered to the Department of Public Works for storage and use in appropriate locations.

### **Bicycle Safe Streets**

**C.1.11** When four-lane thoroughfares are initially constructed, overlaid with a new course of asphalt, or reconstructed, the outside lanes may be striped wider than the inside lanes if minimum lane width standards will not be compromised and if the following criteria are met:

- a) The segment of street being constructed, overlaid or reconstructed must have a continuous length of at least one-half mile, or connect to an existing wide outside lane;
- b) The Director of Public Works must determine that the street segment does not contain any unique geometrics or other unusual circumstances that would cause the uneven lane widths to present a hazard to the public safety, health and/or welfare;
- c) If the thoroughfare is a state and/or federal highway or project, the appropriate state and/or federal agency must approve the modified striping plan.

**C.1.12** The City will make every reasonable effort to either install and maintain traffic signal detectors that are sensitive to the presence of bicycles or provide for other means of actuation of traffic signals for bicycles.

**C.1.13** When designing or reviewing plans for new streets or when developing plans for the reconstruction of existing streets, the City and all utility companies will specify that utility covers, storm water inlets containing street grates and other surface irregularities be designed to be safe for the passage of bicycles.

**C.1.14** When traffic volume, street design and current or projected bicycle usage suggest that a street is especially appropriate for bicycle traffic the City will consider identifying the street with "Bicycle Route" or "Share the Road" signs.

**C.1.15** Wherever it has street maintenance responsibility, the City will make every reasonable effort to promptly remove debris from street edges and intersection, and to maintain as smooth as practical transitions between street surfaces and bridge decks, between street surfaces and concrete gutter sections, and between street surface and any street grates.

## C.2 SIDEWALKS

### General Criteria

**C.2.1** Sidewalks in commercial districts separate structures from the trafficway and provide for some pedestrian space. Designs should help define the street wall and identifiable pedestrian/vehicle separations.

**C.2.2** Sidewalks should be designed to provide clear passageways for pedestrians that are free of visual clutter.

**C.2.3** Limit curb cuts so as to preserve continuity of the sidewalk space and to reduce traffic hazards.

**C.2.4** Sidewalks should not be cluttered with utility and advertising paraphernalia that impedes pedestrian circulation.

**C.2.5** All utility apparatus and street amenities should be organized and placed in the amenity zone to ensure a clear pedestrian passageway.

### Sidewalk Design

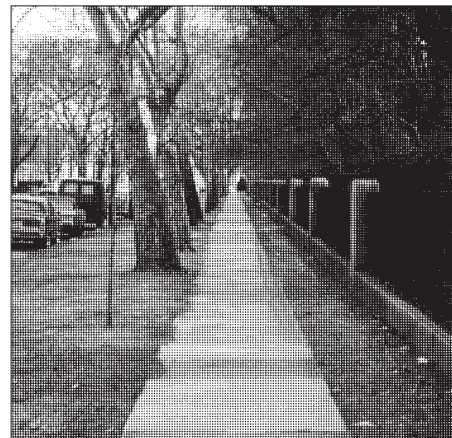
**C.2.6** Provide a minimum of 5' of clear sidewalk passage width in all commercial districts.

**C.2.7** Mark crosswalks with a change of paving material color, texture, or pattern which contrasts with that of the trafficway material to help define crosswalks as shared territory and as areas requiring special attention from both motorists and pedestrians.

**C.2.8** Sidewalk curb heights shall be a maximum of 6" from the roadway pavement at the time of installation.

**C.2.9** Catch basins used in sidewalk and gutter construction should have openings small enough to ensure pedestrian and bicycle safety. They should also include a 1" depression to ensure adequate drainage.

**C.2.10** Sidewalks should be designed to provide for handicapped access at intersections.



*Good pedestrian spaces add character to a neighborhood.*



### **Repairs**

**C.2.11** When required by maintenance activities or damage, replace or repair pavement of sidewalks and curbs with in-kind materials, or with materials originally used in the sidewalk's construction.

**C.2.12** When unit paved sidewalks must be disturbed for maintenance purposes, lift pavers intact and return to place after repairs, or replace with identical materials so as to restore the surface to original condition.



*Attractive sidewalks make a visual statement, and serve pedestrians well.*



## **C.3 LIGHTING**

### **General Criteria**

**C.3.1** Lighting in commercial districts provides security, safety and visual appeal. Commercial districts should be lit to increase vehicle and pedestrian safety and to highlight special design elements of the streetscape or buildings.

**C.3.2** Light intensity should be at its highest level in commercial districts on principal and minor arterials to distinguish those roads, and to highlight areas of wide-community significance.

### **Light Types**

**C.3.3** Set luminaires to illuminate roadway, sidewalk, and the lowest 12' of building facades, with concentration on roadways.

**C.3.4** All light poles must be maintained in a vertical position.

**C.3.5** Parking lots should be lit brightly enough to preserve safety, but without glare, hot spots, or spill light through residential windows.

### **Repairs**

**C.3.6** When necessary, repairs and replacements should be done with the same type of fixture which was damaged or one that is consistent with the surrounding fixtures.

### C.4 UTILITY APPARATUS

#### General Criteria

**C.4.1** Utility apparatus are the poles and boxes and wires and other physical elements that provide infrastructure support. These elements generally add little to the visual appearance of a commercial district and shall be placed in the rear of lots, or when necessary in the public way to be as unnoticeable as possible.

**C.4.2** Whenever a project results in the addition, relocation, or replacement of utility apparatus to fifty percent (50%) or more of one entire block-face, the apparatus shall be located wholly underground, or at the rear of the lot in easements on private property, or in alley rights-of-way. The location shall be approved by the Department of Public Works. Exemptions to allow the location of aerial utility apparatus within the right-of-way of a street (alleys excluded) will be considered on a case by case basis by the City Plan Board, and if approved by the Plan Board will require a Street Privilege Permit. The standards described in C.4.2 apply regardless of what entity, organization, or company initiates the project.

#### Locations

**C.4.3** Use utility poles capable of carrying both luminaries and other utility wiring

**C.4.4** Consolidate utility poles and utility wiring wherever possible.

**C.4.5** Place utility elements which can be entirely removed from poles underground, and locate those that cannot at rear lot lines.

**C.4.6** Consolidate traffic and regulatory signs onto single poles.

**C.4.7** Place new or relocated fire hydrants, signal control boxes, or other free-standing utility elements 2' from the face of the street curb.

**C.4.8** Mount all poles which need to be located in the front of lots 2' from the face of the curb. If such location would narrow the available sidewalk below a minimum of 5' of passage width, or below the existing width if less than 5', locate poles at the rear of the sidewalk.

**C.4.9** All utility poles must be maintained in a vertical position.

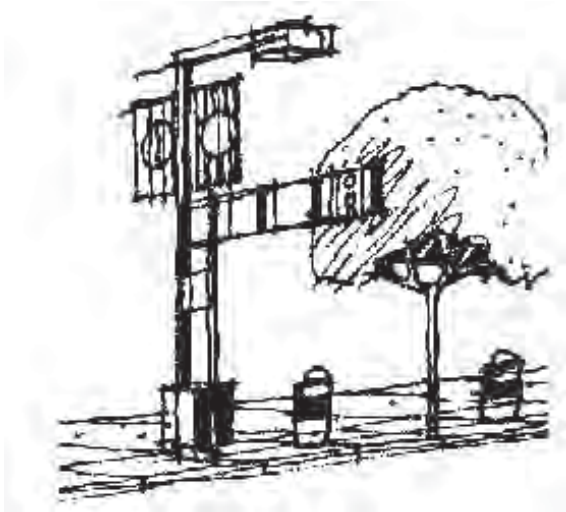
**C.4.10** The installation of utility poles in hard surface material shall include sealing the joint to prevent weed growth and those placed in hard surface materials shall be kept free of weeds and debris.

### **Repair**

**C.4.11** When a pole is removed from an existing paved area for replacement, relocation, or consolidation, the pavement where the pole stood shall be removed to the nearest construction joints and entirely replaced with materials identical to that surrounding the site of removal. Where the existing material is asphalt, it shall be cleanly sawcut and removed to a minimum of 3' square and replaced in-kind.

**C.4.12** Ensure that all utility poles and other apparatus are kept in good repair and painted as necessary.

**C.4.13** Obsolete utility poles and apparatus shall be removed within six months of the time their use was discontinued.



*Cantilevered signs organize streetscape clutter.*

### C.5 SIGNS

#### General Criteria

**C.5.1** Signage is a major component of the visual landscape of a commercial district. Signs advertise businesses, direct people, communicate traffic information and set the tone of a district. Signs can add significantly to the character, interest and visual clarity of a commercial district. Poorly-designed, inappropriate signs, however, can have a very negative impact on an area. Signage should compliment buildings and other streetscape elements and be designed of appropriate size, style, and materials, and be located to properly fit into the business district.

**C.5.2** Design signage to be compatible with its surroundings and function.

**C.5.3** Traffic control signs and bus stop signs should be located in an organized way, and should be sized to be consistent with the traffic speeds which are appropriate to the street.

#### Placement

**C.5.4** Consolidate signs from multiple locations onto existing poles. Such clusters of signs should be well-organized and clearly understandable.

**C.5.5** Place and size signs on buildings in keeping with the scale and size of the building facades and general streetscape so as not to obscure or interfere with architectural lines and details.

**C.5.6** Mount free-standing sign poles so that the center of the sign is 2' from the face of the curb.

**C.5.7** All sign poles must be maintained in a vertical position.

#### Traffic Control Signs

**C.5.9** Traffic control signs should be mounted on existing utility poles whenever possible.

**Advertising Signs**

**C.5.10** Billboards and “sign benches” are not permitted.

**C.5.11** Portable signs are not permitted.

**Repair**

**C.5.12** Signs and sign poles should be painted and maintained to convey their meaning clearly and present a well kept image.

**C.5.13** Obsolete signs should be removed within 90 days.

### C.6 PARKING LOTS

#### General Criteria

**C.6.1** Parking lots, like signs are an important element of providing convenience and service to business patrons and employees. They also, however, can disrupt the character and visual clarity of a commercial district. Parking lots need to be provided in ways that do not overpower the streetscape, disrupt its character, or interfere with pedestrian activity, but are still convenient to customers.

**C.6.2** The location of parking lots should be consistent with the general lay-out of a district. Where buildings are located at the right-of-way line, parking should not be located in front of the building wall. Where buildings are located behind the setback line and existing parking is provided in front of buildings, new parking should be located in the front of buildings. Where parking is located in front of the building line, sidewalks, tree lawns and other pedestrian amenities should be provided at the right-of-way.

**C.6.3** Buffer parking lots, service station aprons, and other related areas with plantings, low walls, fences, and trees in ways which eliminate hiding places and preserve the implied street wall at the sidewalk.

**C.6.4** Shared parking lots should be encouraged to minimize the number of breaks in a block face.

#### Parking Lot Treatment

**C.6.5** All parking lots shall be paved with a hard surface material.

**C.6.6** Parking lots and their associated landscaped areas shall be surrounded with a 4" curb or other barrier.

**C.6.7** Parking lots should be lighted with color corrected luminaires to provide security, but not produce spill light to residential properties.

**C.6.8** When trash receptacles, loading bays, and other service apparatus are located in parking lots, they shall be screened from view with landscape material and fencing.



*Parking in the front of businesses which is well screened provides an attractive streetscape.*



### **Buffering**

**C.6.9** Parking lots shall be screened from adjacent housing and buffered from all public right-of-ways with landscape material or appropriate fencing.

**C.6.10** Parking lot screening should, at a minimum follow the standards found in the landscaping and open space section of these standards.

**C.6.11** Parking lot buffering should, at a minimum, follow the standards found in the landscaping and open space section of these guidelines.

**C.6.12** Parking lots of over 20 spaces shall be provided with landscaped islands which may include trees, ground cover and other plant material. At least one shade tree shall be provided in each island.

**C.6.13** Landscape materials used for buffers and screens should be maintained in such a way that they do not interfere with the roadway or the pedestrian way.

### **Repairs**

**C.6.14** Parking lots and their surrounding screening and landscaping should be kept free of trash and weeds and in good repair.

**C.6.15** When repair to parking lot pavement is required, resurfacing or replaced pavement should be of the same material as the rest of the parking lot.

**C.6.16** When parking lots are striped they should be re-painted as necessary to ensure a well-maintained appearance.



*Buffer parking lots from pedestrian space.*

### C.7 STREET FURNITURE AND OTHER AMENITIES

#### General Criteria

**C.7.1** The use of newspaper machines, kiosks and other amenities adds to the convenience, and comfort of a work place and the appearance of a commercial district, and their use is encouraged.

**C.7.2** The use of public art, fountains, and sculpture in tree lawns and public commons helps to soften what are frequently very auto-oriented spaces and enhance the pedestrian scale of an area. The use of such design elements is encouraged.

#### Seating

**C.7.3** Use low maintenance seating which will remain comfortable during periods of extreme temperatures, and which is not prone to vandalism.

**C.7.4** Screen seating areas from moving automobile traffic.

#### Bus Shelters

**C.7.5** No part of a shelter shall hang or protrude into the street in any way.

**C.7.6** Bus shelter location shall not impede pedestrian movement.

**C.7.7** Bus shelters should be open in their design, and not include plexi-glass panels, or other types of sides, unless a particular location has special needs (such as a hospital or a senior citizen stop) and the shelter can be maintained on a regular basis by its users or a neighborhood institution.

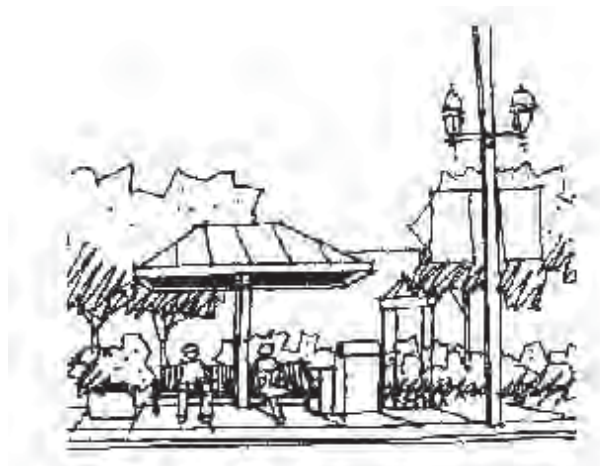
#### Miscellaneous

**C.7.8** Locate news vending machines, post boxes, signs, and other amenities in organized clusters 2' from the face of the curb.

**C.7.9** Where security is desired around private or public property, use metal open picket fences alone, or in combination with masonry piers or low walls, to preserve views of the architectural character of the enclosed property. When piers are used, the open portion of the fence shall be a minimum of 75% of its entire length.

#### Repair

**C.7.10** Ensure that all street furniture is kept in good repair and painted as necessary.



*Organize street amenities to provide comfortable pedestrian spaces.*

## ARCHITECTURE

### C.8 BUILDING REHABILITATION

#### General Criteria

**C.8.1** Consistent street walls or block faces are important in commercial districts. Interruptions in the setbacks, massing, orientation or style of buildings makes a district seem disjointed or visually confusing. Changes to buildings can enhance a district or detract from it. Rehabilitation should be sensitive to the original style of a particular building and the district.

#### Structure and Facade Changes

**C.8.2** Design remodeling to respect the original proportions, details, openings, scale, and character of the building.

**C.8.3** Preserve distinctive features and examples of skilled craftsmanship with extraordinary care. Avoid their removal or alteration.

**C.8.4** Use facade materials which are compatible with those prevailing on surrounding existing structures.

#### Monuments and Landmarks

**C.8.5** Monuments and landmarks are important to the image and character of a neighborhood. Their integrity and history are often the main reason they are landmarks. Careful attention shall be given to preserving these structures as they were originally constructed.

**C.8.6** Where monuments and landmarks exist, preserve and protect them with careful maintenance.

**C.8.7** Avoid overwhelming or obscuring monuments and landmarks with new adjacent buildings which are inappropriate by use, design, scale, site treatment, or buffering.



*Attractive buildings add to the neighborhood.*

### C.9 NEW CONSTRUCTION/INFILL

#### General Criteria

**C.9.1** New construction in an established commercial district can have the same effects on the area as rehabilitation. New buildings that are consistent with existing buildings add to the character and identity of a district. Buildings that are very different in appearance and size can disrupt any harmony that exists. As new buildings are planned, they should be designed and constructed in a way that complements and adds to the district.

**C.9.2** Detail new facades to relate to the architectural characteristics of the surrounding structures such as proportion, scale, form, mass, window size, roof line, setback, material, horizontal dimension, etc.

**C.9.3** Where no prevailing architectural context exists, create a compatible theme and character throughout the new development.

#### Locations

**C.9.4** Locate new buildings in commercial districts at the prevailing setback line.

#### Facades

**C.9.5** Articulate and texture large facades, particularly the lowest 2-3 stories, so as to reduce their apparent size.

## URBAN FOREST

### C.10 TREES

#### General Criteria

**C.10.1** Trees provide the same values in commercial districts as they do in other parts of the neighborhood, they protect people from the weather, soften the streetscape, add economic value to property and are attractive. In commercial districts where there is more traffic, and the scale of the streetscape is larger trees contribute a great deal to the overall appearance and comfort of the street.

**C.10.2** Trees and large, densely planted tree lawns should be used in commercial districts to reduce the visual scale of the street, encourage slower traffic, and improve the pedestrian environment.

#### Planting

**C.10.3** Streets should be provided with street trees where sidewalks are at least 5' wide, as areas are designated for capital projects.

**C.10.4** Tree lawns should be a minimum of 12' in width when buildings are located behind the setback line and parking is provided in front.

**C.10.5** Plant street trees of at least 1-1/2" to 2-1/2" caliper at time of planting to help ensure early maturity and survival in urban conditions. In any case, plant trees with their lowest branches a minimum of 6' off the ground.

**C.10.6** Choose street trees which mature to form shade canopies. Use trees of a similar species to provide consistency along a blockface.

**C.10.7** Ornamental trees with low branching patterns are prohibited in or adjacent sidewalks.

**C.10.8** Wherever possible, plant street trees directly in-ground surrounded by permeable unit pavers or permeable fill. Raise and slope grate away from base of tree to avoid saltwater runoff into tree pit. In sidewalks or other paving, provide an opening size of at least sixteen square feet.

**C.10.9** Trees located in or adjacent sidewalks should be pruned on a regular basis, in a way that does not disturb the natural proportion of the tree, and will eventually lead to a tree canopy with its lowest branches 7' above the level of the sidewalk.



*Trees soften industrial uses.*



**C.10.10** In order to encourage healthy tree growth and discourage tree roots from disturbing paved areas, bio-barriers and copolymers should be applied at the time of planting.

### **Replacement**

**C.10.11** When dead or damaged trees are removed, they should be replaced in the general vicinity on a one-for-one basis during the same or the next planting season.

**C.10.12** Replace dead trees with a species which will survive the particular conditions of the site.



### C.11 LANDSCAPING AND OPEN SPACES

#### General Criteria

**C.11.1** Landscaping and open spaces in commercial districts can take the form of tree lawns, seating areas, widened sidewalks, plazas and gateway treatments. These types of special areas add to the character and visual amenity of a district. The use of landscaping and open spaces in commercial districts that is compatible with the character of the district is encouraged.

**C.11.2** Design plantings to serve a purpose such as establishing space at sidewalks, separating walks and trafficways, marking entrances, or screening undesirable views.

#### Buffers

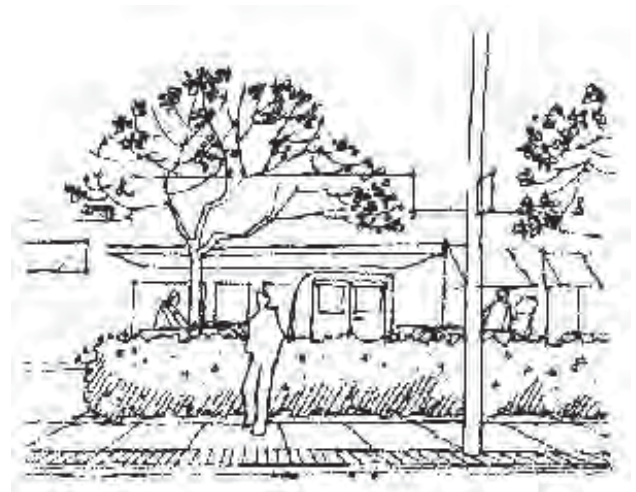
**C.11.3** Provide landscaped buffers of at least 5' in width, where uses such as parking lots, alleys, etc. adjoin residential yards or the streetscape frontage, and in tree lawns, boulevards and other open spaces.

**C.11.4** Landscaped buffers should include trees, ground cover and planting beds. These types of planting areas should be designed in such a way that they do not obstruct views of buildings or prevent surveillance.

#### Screens

**C.11.5** Provide landscaped screens where the intention is to block undesirable views in areas such as service yards, auto repair lots, etc. At a minimum, landscape buffers shall contain shrubs planted no more than 2'-6" on center, with a minimum height of 2'-6" at time of planting but which will attain a minimum mature height of 5'-0" and a minimum sustained visual density of 75% within three years from time of planting.

**C.11.6** Landscape material should be planted in planting areas surrounded by a 6" curb, and at setback distance from such curb sufficient to protect shrubbery from damage by cars.



*Buffers soften the streetscape.*

### **Repairs**

**C.11.7** Immediately replace dead or damaged plantings in-kind upon removal with appropriate materials at least the minimum sizes contained in these Guidelines.

**C.11.8** Landscaped areas should be maintained by the business association so they appear neat and well trimmed throughout the year. Maintenance agreements should be determined prior to the time of installation of any new materials.

## OFFICIAL GATEWAYS

PB	STREET NAME	INTERSECTING WITH	TYPE
CBD	Fifth St.	Main St.	CITY
	Monument Ave.	Main St.	CITY
Count for CBD:		2	
FROC	Belmonte Park North	Riverview Ave.	NEIGH
	Delaware Ave.	Main St.	NEIGH
	Delaware/Cornell Ave.	Salem Ave.	M
	Fairview Ave.	N. Main St.	M
		Catalpa Dr.	M
	Forest Ave.	Grand Ave.	M
	Grafton Ave.	Riverview Ave.	NEIGH
	Helena St.	Riverside Dr.	NEIGH
	Hillcrest Ave.	N. Main St.	M
		Riverside Dr.	NEIGH
	Riverview Ave.	Main St. [N]	M
	Seibenthaler Ave.	Riverside Dr.	City
	Siebenthaler Ave.	N. Dixie Dr.	City
		Main St. [N]	City
Count for FROC:		14	
IW	Danner Ave.	Stewart St. (W)	NEIGH
	Edwin Moses Blvd.	Nicholas Rd.	NEIGH
		Third St. [W]	M/ CITY
		Fifth/Germantown Connector	M/CITY
	Lakeview Ave.	Germantown St.	NEIGH
	Stewart St. (W)	Edwin C. Moses Blvd.	NEIGH
	Summit St. (S)	Third St. (W)	M
		Germantown St.	M
	Western Ave.	Third St. [W]	M
Count for IW:		9	
N.W.	Cornell Dr.	Gettysburg Ave.	M
		Philadlephia Dr.	M
	Cornell Dr./ Delaware Ave.	Salem Ave.	(M) & NEIGH
	Havard Blvd.	Salem Ave.	M
	Hillcrest Ave.	Gettysburg Ave.	M
	Otterbein Ave.	Salem Ave.	NEIGH
	Riverview Ave.	Rosedale Ave.	M
		Salem Ave.	M
		Edwin C. Moses Blvd.	NEIGH
		Philadelphia Dr.	M
		Broadway	M
	Salem Ave.	Grand Ave.	M
		Philadelphia Dr.	M
Count for N.W.:		13	

## OFFICIAL GATEWAYS

PB	STREET NAME		INTERSECTING WITH	TYPE
NE	Bartley Rd.		Woodmore Dr.	NEIGH
	Helena St.		Brennan Dr.	NEIGH
	Keowee St.	Brigde	[Great Miami Rvr.]	CITY
			Valley /Troy Sts.	M
	Kitridge Rd.		Strathaven Dr.	NEIGH
			Gander Rd.(W)	NEIGH
	Leo St.		Stanley Ave.	NEIGH
	Ridge Ave.		Riverside Dr./DeWeese Prkwy.	NEIGH
	Troy St.		Leo St.	NEIGH
	Valley St.		Adelbert Ave.	CITY
Count for NE:		10		
SE	Brown St.		Wyoming Ave.	M
			Irving Ave.	CITY
	Burkhardt Ave.		Smithville Rd.	M
	Corinth Blvd.		Smithville Rd.	NEIGH
	Elberon Ave.		Smithville Rd.	NEIGH
	Fifth St		Huffman Ave.	NEIGH
	Fifth St. (E)		Wayne Ave.	NEIGH
			Patterson Blvd.	NEIGH
			Keowee St.	M
	Huffman Ave.		Smithville Rd.	M
	Linden Ave.		E. Corp. Limits	CITY
			Smithville Rd.	NEIGH
	Park Dr.		Wayne Ave.	NEIGH
	Patterson Blvd.		South Corp. Lmt.	CITY
	Patterson Rd.		Shroyer Rd.	NEIGH
			Wilmington /Revere Aves.	M
			Smithville Rd.	M
	Shroyer Rd.		Wilmington Ave.	M
	Third St.		Smithville Rd.	CITY
	Third St. (E)		Linden Ave.	M
	Watervliet Ave.		Patterson Rd.	CITY
	Wayne Ave.		Watervliet Ave.	M
			Wilmington Ave.	CITY
			Watervliet Ave.	M
	Wayne Ave.		Wyoming Ave.	M
	Woodbine Ave.		Smithville Rd.	NEIGH
			Woodman Dr.	NEIGH
			Russett Ave.	NEIGH
	Wyoming Ave.		Highland/Wyoming Cntr.	M
	Xenia Ave.		Keowee St.	NEIGH
		Linden Ave.	NEIGH	

## OFFICIAL GATEWAYS

PB	STREET NAME	INTERSECTING WITH	TYPE
SW	Brooklyn/Delphos Ave.	Third St. [W]	NEIGH
	Hoover Ave.	Western Ave.	M
	Lakeview/Lakeside Dr.	Gettysburg Ave.	M
	Mac Arthur Ave.	Germantown St.	M
	Nicholas Rd.	Gettysburg Ave.	NEIGH
	Oakridge Ave.	Gettysburg Ave.	NEIGH
	Third St. (W)	Liscum Dr.	CITY
		Gettysburg Ave.	CITY
	Western Ave.	Gettysburg Ave.	CITY

Count for SW: 9

Total Count: 89

**CITY= TO THE CITY • NEIGH= TO 1 NEIGHBORHOOD • M= TO MULTIPLE NEIGHBORHOODS**

## OFFICIAL PASSAGEWAYS

PB	Facility Name	From	To
FROC	Catalpa Dr.	N. Corp. Limits	Salem Ave.
	Fairview Ave.	Catalpa Dr.	Main St. (North)
	Forest Ave.	Riverview Ave.	Main St. (North)
	Grafton Ave.	Riverview Ave.	Delaware Ave.
	Grand Ave.	Salem Ave.	Main St. (North)
	Helena St.	Forest Ave.	Riverside Dr.
	Hillcrest Ave.	Philadelphia Dr.	Riverside Dr.
	Main St. (North)	Fairview Ave.	Hillcrest Ave.
	Philadelphia Dr.	Salem Ave.	Hillcrest Ave.
	Richmond Ave.	North Ave.	Marathon Ave.
	Riverside Dr.	Helena St.	Siebenthaler Ave.
	Riverview Ave.	Salem Ave.	Main St. (North)
	Salem Ave.	Harvard Blvd.	Philadelphia Dr.
	Siebenthaler Ave.	Stillwater Bridge	WCL @ Odlin Ave.
	Wheatley Ave.	Fairview Ave.	Delaware Ave.

Count for FROC: 15

IW	Danner Ave.	Germantown St.	Richley Rd.
	Second St. (W)	Grimes St.	Western Ave.
	Stewart St. (W)	Germantown St.	Wisconsin Blvd.
		Edwin C. Moses	Cincinnati St.
	Summit St. (N)	Third St. (W)	Wolf Creek Bridge
	Summit St. (S)	Third St. (W)	Stewart St. (W)
	Wisconsin Blvd.	Stewart St. (West)	Miami Chapel Rd.

Count for IW: 7

## OFFICIAL PASSAGEWAYS

PB	Facility Name	From	To
NE	Brennan Dr. Kitridge Rd. Ridge Ave. Siebenthaler Ave. Troy St. Valley St. Woodmore Dr. Woodville Dr.	Bannock East Corp. Line Riverside Dr. Stillwater Bridge Valley St. St. Adalbert Bartley Rd. Stop Eight Rd.	South Terminii West Corp. Line NECL@ N. Dixie Dr. East Corp. Line NCL Keowee St. Woodville Dr. South Terminii

Count for NE: 8

NW	Arlene Ave. Blueberry Ave. Broadway Catalpa Dr. Cornell Dr. England Ave. Free Pike Grand Ave. Harvard Blvd. Hillcrest Ave. Lori Sue Ave. Otterbein Ave. Philadelphia Dr. Riverview Ave. Rosedale Dr.	Free Pike Arlene Ave. Wolf Creek Bridge Cornell Dr. Salem Ave. Free Pike Gettysburg Ave. Salem Ave. Salem Ave. Gettysburg Ave. Gettysburg Ave. Salem Ave. Riverview Ave. Edwin C. Moses Riverview Dr.	Blueberry Ave. Gettysburg Ave. Harvard Blvd. Salem Ave. Gettysburg Ave. Blueberry Ave. West Corp. Ln. Wawona Cornell Dr. Arlene Ave. Otterbein Ave. Lori Sue Ave. Hilcrest Ave. Philadelphia Dr. Cornell Dr.
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Count for NW: 15

SE	Arbor Ave. Boltin/ St. Paul Ave. Brown St. Burkhardt Ave. Corinth Blvd. Fifth St. (East)  Highland Ave. Huffman Ave. Irving Ave. Linden Ave. Park Dr. Patterson Rd. Revere Ave. Shroyer Rd. Smithville Rd.	Wyoming Ave. Hamilton Ave. Wyoming Ave. Fifth St. (E) Smithville Rd.; Russett Ave. Patterson Blvd. Keowee St. Wyoming Ave. Findlay St. rown St. Third St. (East) Wayne Ave. East Corp. Line Watervliet Ave. Wilmington Ave. Wellington Dr. Third St. (East)	Wayne Ave. Wyoming Ave. Irving Ave. East Corp. Limits  Wayne Ave. Burkhardt Ave. Wayne Ave. Smithville Rd. Acacia Dr. Fifth St. (East) Alberta St. Watervliet Ave. Patterson Rd. SCL Woodbine Ave. Greenlawn Ave.
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## OFFICIAL PASSAGEWAYS

<b>PB</b>	<b>Facility Name</b>	<b>From</b>	<b>To</b>
<b>SE</b>	Wayne Ave. Woodbine Ave. Wright Ave. Wyoming Ave. Xenia Ave.	Wyoming Ave. Watervliet Ave. Radio Road Brown St. Keowee St.	Smithville Rd. Spaulding Ave. Burkhardt Ave. Arbor Ave. Boltin St.
<b>Count for SE:</b>		<b>22</b>	
<b>SW</b>	Home Ave. Hoover Ave. Lakeside Dr. Lakeview Ave. Liscum Dr. McArthur Ave. Nicholas Rd. Oakridge Dr.	Kilmer Ave. Western Ave. Gettysburg Ave. Germantown St. Third St. (West) Germantown St. Gettysburg Ave. Delphos Ave.	Gettysburg Ave. Gettysburg Ave. Lakeview Ave. Lakeside Dr. SCL@ Vanguard Ave. Nicholas Rd. McArthur Ave. Whitmore Ave.
<b>Count for SW:</b>		<b>8</b>	
<b>Total Count:</b>		<b>75</b>	

## **POTENTIAL BRICK STREET RESTORATION LIST**

### **Streets for which brick sub-surface is to be replaced:**

- 1.) All streets located in a designated historic district.
- 2.) The following streets:
  - West Third Street - Dunbar to Moses
  - Grand Avenue - Broadway to the Great Miami River
  - Forest Avenue - Main to Riverview
  - Riverview Avenue - Salem to Main
  - Broadway Street - Fourth to Harvard
  - East Fifth Street - Patterson to Linden
  - Linden Avenue - Third to Fifth
  - Wayne Avenue - Fourth to Wyoming
  - Wyoming Street - Wayne to Brown

**Streets not identified above do not need to be replaced with brick sub-surface.**

**All surface brick streets should be repaired with brick.**